



*Across
Canada*

CANADIAN PACIFIC RAILWAY

SEPTEMBER, 1901

May 2

1901

DESCRIPTIVE TIME TABLE

Of the Tour of

Their Royal Highnesses

The Duke and Duchess of Cornwall
and York

Across Canada

By the

Canadian Pacific Railway



S e p t e m b e r , 1 9 0 1

QMA-Y

FC

223

R7

1901

C3D4

V.1

64847

Board of Directors

RT. HON. LORD STRATHCONA AND MOUNT ROYAL	MONTREAL
SIR WILLIAM C. VAN HORNE, K.C.M.G.	MONTREAL
MR. RICHARD B. ANGUS	MONTREAL
MR. T. G. SHAUGHNESSY	MONTREAL
MR. EDMUND B. OSBORN, M.P.	MONTREAL
SIR SANDFORD FLEMING, K.C.M.G.	TORONTO
MR. GEORGE R. HAYES, of Messrs. Blake, Hay & Co.	OTTAWA
MR. WILMOT D. MATTHEWS	BOSTON
MR. THOMAS SKINNER	TORONTO
GENERAL SAMUEL THOMAS	LONDON
MR. JOHN W. MACKAY	NEW YORK
MR. CHARLES H. HOWARD	NEW YORK
	MONTREAL

General Officers

SIR WILLIAM C. VAN HORNE, K.C.M.G., Chairman	MONTREAL
MR. T. G. SHAUGHNESSY, President	MONTREAL
MR. D. MCNICOLL, 2nd Vice-President and Gen. Manager	MONTREAL
MR. CHAS. DRINKWATER, Sec'y and Assistant to Pres.	MONTREAL
MR. A. R. CREEKMAN, K.C., Chief Solicitor	MONTREAL
MR. WM. WHYTE, Assistant to the President	WINNIPEG
MR. I. G. OGDEN, Comptroller	MONTREAL
MR. W. R. BAKER, Assistant to the 2nd Vice-President	MONTREAL
MR. W. SUTHERLAND TAYLOR, Treasurer	MONTREAL
MR. P. A. PETERSON, Chief Engineer	MONTREAL
MR. G. M. BOSWORTH, Freight Traffic Manager	MONTREAL
MR. ROBT. KERR, Passenger Traffic Manager	MONTREAL
MR. THOS. TAIT, Manager of Transportation	MONTREAL
MR. J. A. SHEFFIELD, Supt. S., D. and P. Cars and Hotels	MONTREAL
MR. ARTHUR PIERCE, Supt. of Steamship Lines	MONTREAL
MR. A. C. HENRY, General Purchasing Agent	MONTREAL
MR. A. D. MACTIER, General Fuel Agent	MONTREAL
MR. G. S. CASTLE, Superintendent of Car Service	MONTREAL
MR. F. T. GRIFFIN, Land Commissioner	WINNIPEG
MR. G. McL. BROWN, Executive Agent	VANCOUVER, B.C.



WHEN in the summer of 1860 His Royal Highness the Prince of Wales—now His Most Gracious Majesty King Edward VII.—visited America, the confederation of the different provinces which now constitute the Dominion of Canada was but a dream. Manitoba, Assiniboia, Alberta and Saskatchewan—that broad stretch of fertile prairie lying between the Red River of the North and the Rocky Mountains—was vaguely known as the Great Lone Land. Communication between British domains on the North Atlantic and North Pacific Coasts was infrequent

and difficult, and only by way of Cape Horn or the Isthmus of Panama. Since that Royal visit the Dominion of Canada has been born, and so marvellous has been its development and progress that Huron's shore, which was the western limit of the Prince of Wales' journey in Canada but forty-one years ago, forms merely the ending of the first stage of his son's tour across the Dominion. But for the construction of the Canadian Pacific Railway the welding of a number of widely separated provinces into one progressive, closely-knit possession would have been an impossibility, and the All-Red Line which girdles the globe and serves as a secure highway from Great Britain to the Far East would not have become the splendid reality it is to-day.

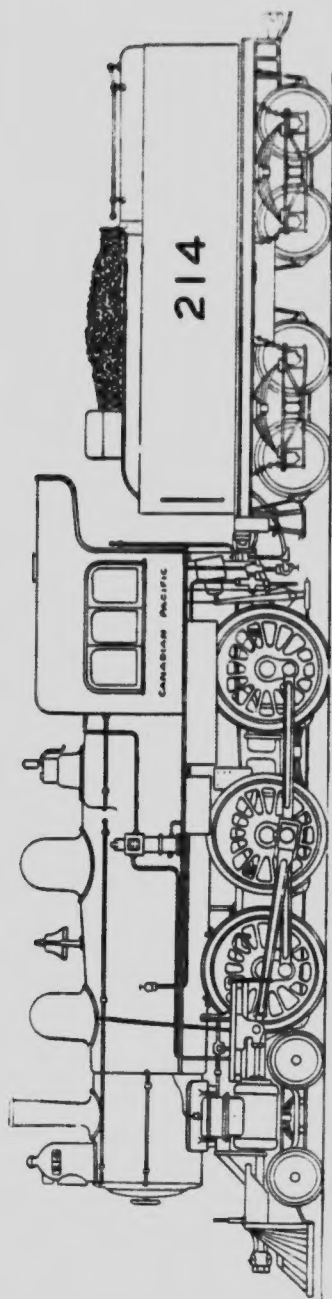
For over 3,000 miles the steel rails stretch from ocean to ocean, first along the margin of one of the world's greatest rivers, then gradually climbing to that watershed of Laurentian rock which divides the streams flowing southward from those hurrying toward Hudson's Bay, passing on the way those extensive deposits of nickel ore which have made Sudbury known in the world's markets. Here the older Canada is left behind, and after skirting the rugged shores of Lake Superior—the "Little Brother of the Sea," according to Ojibway legend—at Fort William the threshold of the New West is crossed.

Over four hundred miles—amongst rich quartz veins cutting the Huronian rocks which overlie much of this portion of New Ontario—the western way lies through a tangle of wood and lake land to the Red River of the North, on whose western bank stands the prosperous city of Winnipeg, which, a mere frontier post of the Hudson's Bay Company a quarter of a century ago, is now a busy commercial centre, commanding the trade of an immense fertile region that is destined to become the great granary of the World. In travelling toward the setting sun through the broad wheat lands of Manitoba and Assiniboia and the ranching country of Alberta, three successive steppes are climbed ere the

elevated plains bordering the foothills of the Rockies are reached; but so gentle is the rise that it can scarcely be realized that Calgary, nine hundred miles west of Winnipeg, although a prairie town, is at a greater elevation than the summit of the highest peak in the British Isles.

Beyond lie the mountains—four mighty ranges—the Rockies, full of wondrous colouring and astonishing the beholder by their marvellously variegated strata; the dark Selkirks, clothed from their base to crowning glacier by almost impenetrable forests; the rounded domes of the Gold Range; and lastly, the snow-capped Coast Alps, which for four degrees of latitude are the western barrier of the Dominion. Through this veritable sea of mountains the railway finds its way, traversing pleasant valleys guarded on either side by towering peaks, plunges down abysmal canons, and, crossing raging torrents rushing impetuously to the sea, reaches the shores of the Pacific at Vancouver, the great Canadian gateway to the Orient. Separated from it by the sunny waters of the Gulf of Georgia, is charming Victoria, most English of all the cities of the New World.

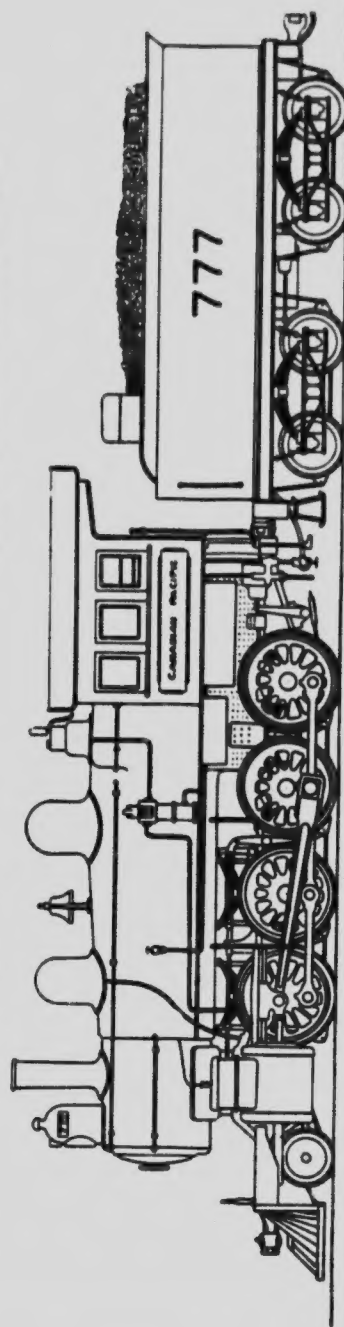




10-WHEELED PASSENGER ENGINE

Cylinders 29 inches by 24 inches, Steam pressure 260 lbs.
Length of Engine and Tender over all 61 feet 11 inches.

Weight of Engine and Tender when loaded 130 tons
Diameter of Driving Wheels 5 feet 9 inches



CONSOLIDATION ENGINE

Low Pressure Cylinder 35 inches diameter
Stroke 36 inches, Steam Pressure 260 lbs.
Length of Engine and Tender over all 61 ft. 8 in.

Weight of Engine and Tender when loaded 122 tons
Diameter Driving Wheels 4 feet 9 inches
High Pressure Cylinder 22 inches diameter



THE ROYAL TRAIN



The Royal Train

THIS train will consist of the day coach "Cornwall" and the night coach "York," each reserved for the use of Their Royal Highnesses; the compartment car "Canada" and the sleeping car "Australia" for the members of their suite; the dining car "Sandringham"; the sleeping car "India" for the attendants; the sleeping car "South Africa" for the members of the press and others invited to join the Royal progress; and two cars for luggage and the accommodation of railway train employees.

The train is 730 feet in length, and its weight 595 tons. Locomotives varying in weight and power, according to grades, will be used, and during the long run of over 3,000 miles from ocean to ocean about twenty changes of locomotives in all will be made.

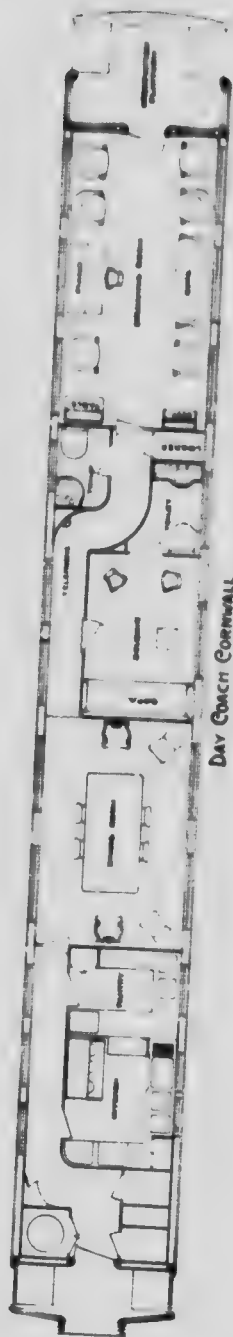
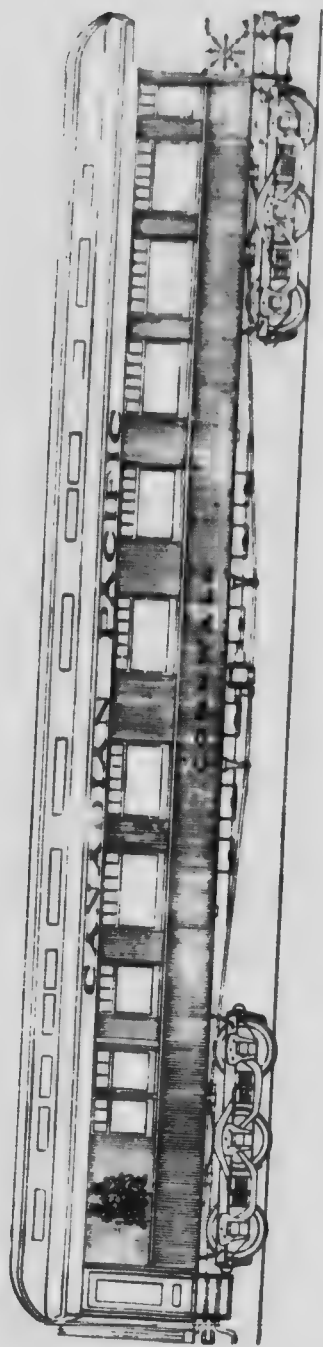
The cars are all vestibuled, communication being had from end to end of train. The exteriors are finished in mahogany. The entire train is lighted by electricity and equipped with electric bells, and there is telephone connection between all the cars.

The "Cornwall" is the rearmost coach, so that from its observation platform an uninterrupted view may be obtained of the scenes of interest and beauty through which the train will pass.

Immediately preceding the "Cornwall" is the "York" night coach, with bed chambers, bathrooms and accommodation for Their Royal Highnesses and their personal attendants.

The train was designed and constructed for the purpose for which it is to be used. Having in view the long run it is intended to make, the essentials for comfort and safety have been kept in mind in its construction, and it is believed that the train represents all that is best in Canadian railway equipment.

The train will be taken at Quebec for Vancouver via Montreal, Ottawa, and the main transcontinental line of the Canadian Pacific Railway, and from Vancouver the tour will be continued to Victoria, by the R. M. S. S. "Empress of India," which will also be employed on the return trip to cross the Straits of Georgia. From Vancouver the eastbound journey is via the Canadian Pacific to North Bay, thence to Toronto, Hamilton, Niagara Falls, etc.



DAY COACH CORNWALL

Description of the "Cornwall"

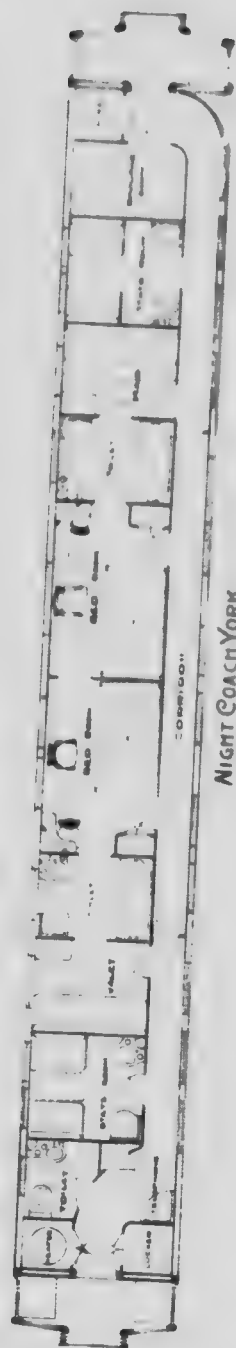
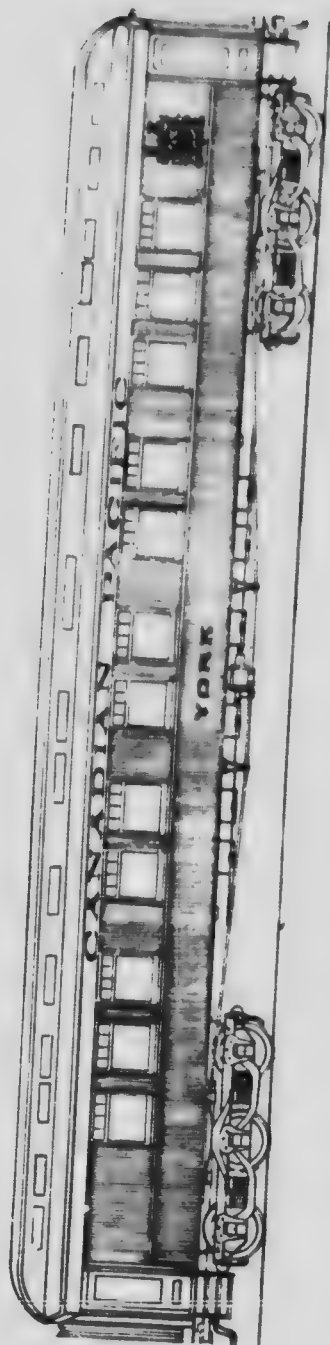
THE "Cornwall" is a day coach 78 feet 6½ inches in length over all, with a width of 16 feet 3½ inches an extreme height over rail of 14 feet and a weight of over 50 tons. It is divided into a Reception Room, Boudoir, Dining Room and Kitchen etc.

The Reception Room, the largest room of the suite, opens directly on to the observation platform at the rear of the train. The woodwork is of Circassian walnut, and is undecorated save for a few ornamental mouldings. The entire upper part of the room above the cornice is finished in quiet antique gold. The mouldings and ornaments are touched with gold and blue. The elevations of the room are in the style of Louis XV. The curtains are plain, of dark blue velvet, draped simply back from the windows, and the floors are carpeted with heavy Wilton of a quiet grey-green tone. The furniture, consisting of a large sofa and light rosewood arm chairs and table and desk, is upholstered in blue velvet to match the draperies, and a specially designed piano of Canadian manufacture is conspicuously placed in this room.

A short corridor, finished in mahogany, leads from the Reception to the Dining Room. Half-way in this corridor a door opens into the boudoir. This room is finished in pearl gray enamel. The walls are divided into panels framed with delicate modelled ornament in the style of Louis Quinze, and filled with paintings, soft yet rich in colour, after the manner of Watteau. Ornamental frames in the ceiling, filled with lattice work, provide ventilation. These, as well as the ornament around the wall panels, are touched with gold. The draperies are of light blue moiré silk. A couple of small chairs, a divan, and a table finished in gold, the latter carrying a reading light, complete the furnishings of this room.

The woodwork in the Dining Room is of African Commandé; the coves and ceiling being carried out in a lighter tone. The ceiling is plain, save for the gold frames of the electric fixtures. Ornamental cartouches in bas-relief display at one end the hereditary bearings of the King; at the other the combined coats-of-arms of the Duke and Duchess of Cornwall and York, while the arms of the Dominion and the private badge of the Duke face each other on opposite sides of the room. The hangings are of green velvet, the pictures and wall draperies being decorated with painted and embroidered applique in tones of gold and green. The furniture matches the other woodwork in the room, and is upholstered in velvet of a rich warm brown. A candle-brush-like electric fixture supplies light for the dining table, which is capable of extension to seat eight persons.

A corridor similar in finish to the one already mentioned leads forward past the pantry, kitchen and storerooms, towards the night car.



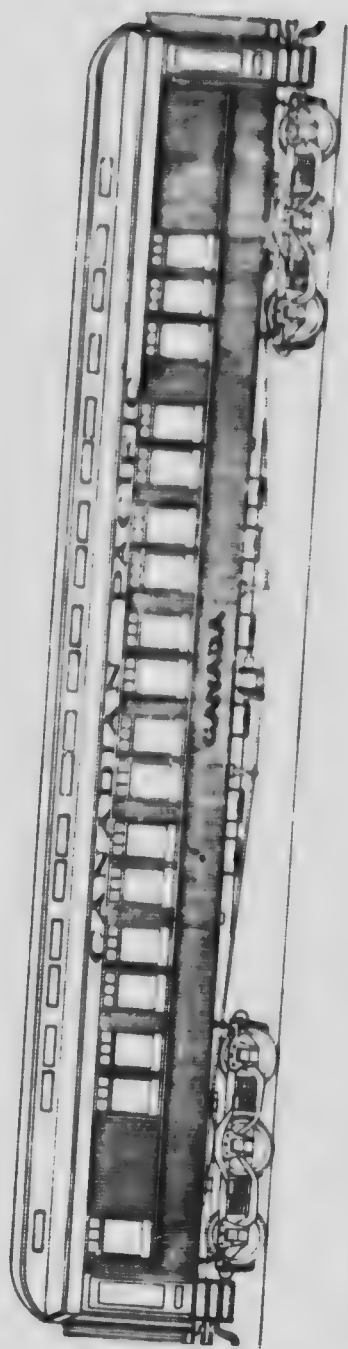
Description of the "York"

THE "York" is the night coach, divided into sleeping apartments, bathrooms, etc. Its length is 79 feet 2 inches, and its weight about 57 tons, the other dimensions being uniform with those of the "Cornwall." A corridor extends the entire length of the car. The central section of this car between the trucks for a length of about thirty feet is occupied by the two principal bedrooms, with the servants' rooms adjoining them. The bedrooms are finished in pearl grey enamel, and the walls panelled in silk to match the draperies. One corner of each room is occupied by a wardrobe, another by a convenient dressing-table with large mirrors. The bedsteads are of brass, finished in gold to match the hardware. Besides the usual ceiling lights, in these rooms there is a special fixture over each dressing-table designed to throw light upon the person sitting before it. The wall panels, draperies and furniture coverings in the Duke's bedroom are of red silk armure; in the Duchess' of light blue moiré. The ornamental mouldings, ventilator screens, etc., are touched with colour, relieved in gold. The furniture is of satinwood.

Next to each bedroom, and communicating directly with it, is a commodious bathroom. These bathrooms are exactly alike. The walls are entirely covered with tufted upholstery in waterproof rubber cloth.

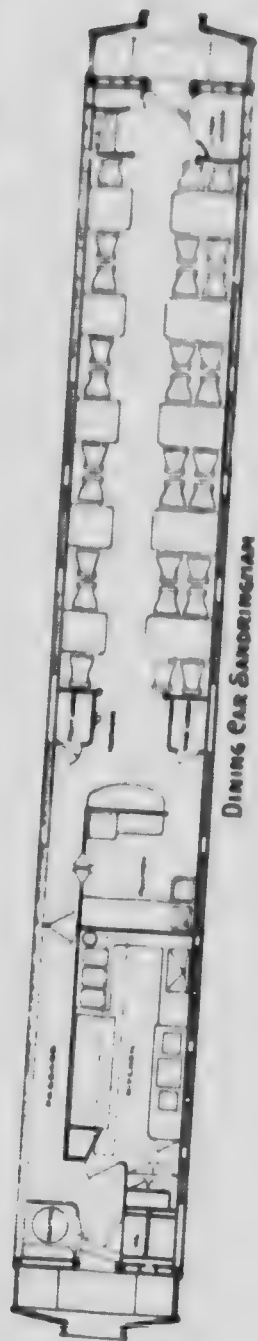
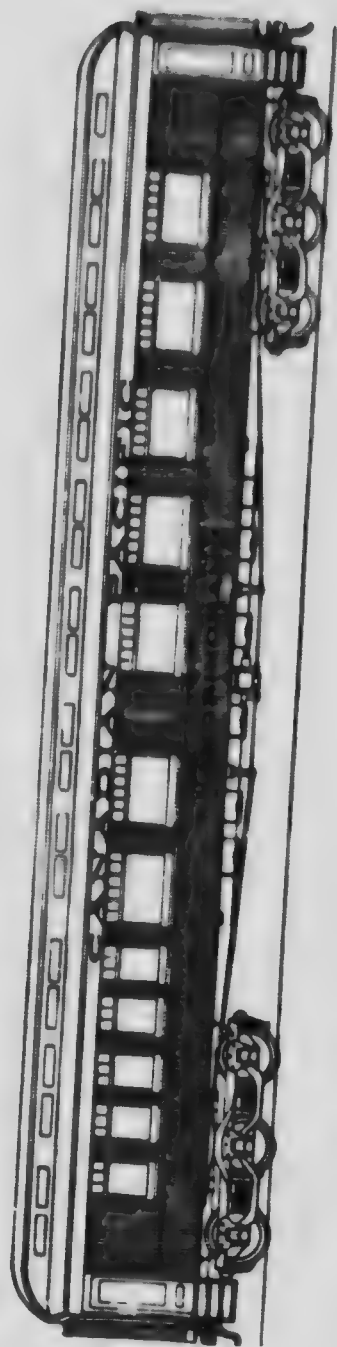
Next to the bathrooms, and communicating therewith, are rooms for valet and maid.

The remainder of the car is occupied by two state-rooms finished in mahogany, a general toilet, luggage room, etc.



Description of the "Canada"

THE third car from the rear of the train is the "Canada," a compartment car specially constructed for the accommodation of the suite of Their Royal Highnesses. The interior is finished in white mahogany and upholstered in terra cotta and olive green plush. The "Canada" contains six separate staterooms which are fitted with all conveniences; in the centre of the car is a commodious sitting or smoking room with a large table, lounge and luxurious easy chairs. At one end of the car is a bathroom with a full-sized bath, and at the other end is a large lavatory, adjoining which is a shower bath.



DINING CAR SANDRINGHAM

Description of the "Sandringham"

THE "Sandringham" is the dining car for the staff, and consists of main dining saloon, pantry, kitchen, etc. It is 77 feet 2 inches in length, weighs 37 tons, and is of uniform width with that of the other cars. The dining room is finished in red figured mahogany with ceilings of enlaid Lincrusta Walton, old gold in color, and the floor is carpeted with green Brussels. It is well lighted, having ten large windows, draped with green silk, and at night twenty-eight electric lights, besides five double Arc lights, are used. The mahogany tables, which will accommodate thirty people, are arranged on two sides of an aisle table for four persons on one side, tables for two on the other. The chairs are upholstered in leather. The bulkheads at each entrance to the main room are draped with heavy green silk.

In the annex leading to the pantry on the left and the corridors on the right stand a large mahogany sideboard, with silk coverings and fixtures brass.

The pantry is spacious and is fitted up with table, counters, etc., covered with metal. In the kitchen are standard ranges, etc.

The other cars, which make up the train, are of the standard class which has been adopted by the Canadian Pacific Railway Company.

Standard Time

The 24-hour system is used at all Canadian Pacific Railway Stations from Port Arthur westward, and the hours from noon to midnight are from 12 to 24 o'clock.

STANDARD TIME is in use on all parts of the line as follows:

EASTERN TIME On C.P. Ry. East of Port Arthur and Detroit.

CENTRAL TIME Port Arthur to Brandon, including Manitoba branches.

MOUNTAIN TIME — Brandon to Laggan and branches.

PACIFIC TIME Laggan to Vancouver and branches.

Thus, when it is 12 noon at Montreal.	-	Eastern Time
" 11 o'clock at Winnipeg.		Central "
" 10 " Regina.		Mountain "
" 9 " Vancouver.		Pacific "

Canadian Pacific Railway

SPECIAL TIME TABLE

Eastern and Lake Superior Divisions

Mr. C. W. Spencer, General Superintendent, Eastern Division.
 Mr. T. Williams, General Superintendent, Lake Superior Division.
 Mr. J. E. A. Mobilard, Superintendent, Quebec to Montreal.
 Mr. W. J. Singleton, Superintendent, Montreal to St. Polycarpe Junction.
 Mr. H. B. Spencer, Superintendent, Ottawa to Chalk River.
 Mr. T. Hay, Superintendent, Chalk River to Cartier.
 Mr. C. Murphy, Superintendent, Cartier to White River.
 Mr. B. J. E. Chapple, Superintendent, White River to Port Arthur.

St. To	West Bound Train	STATIONS—DESCRIPTIVE NOTES	East Bound Train	Miles From Vancouver
	LEAVE			
	A. M.			
0	9.45	Quebec —Population 68,834. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759. No other city in America is so grandly situated or offers views from its higher points so diversified and lovely. In Upper Town, on the high lands are the public buildings, churches, convents, schools, business blocks and hotels, chief among which is the Chateau Frontenac on Dufferin Terrace. Lower Town is the commercial quarter and abounds in irregular narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport, and the city is a delightful resort both in the summer and winter months. Transatlantic steamers of the Allan, Beaver, Franco-Canadian and other lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.		3078
	Wed- nesday Sep. 18			

Miles from Quebec	West- bound Train	STATIONS	DESCRIPTIVE NOTES	East- bound Train	Miles from Vancouver
-------------------------	-------------------------	----------	-------------------	-------------------------	----------------------------

7		Lorette	Are ancient settlements, originally seigniories, fronting upon the St. Lawrence. Powerful rivers come down from the hills at frequent intervals, giving water-power to almost every village. The fishing is excellent in all of these streams, and one of		
13		Belair			
26		Pont Rouge			
30		St. Basile			
35		Portneuf			
39		Deschambault			
43		Lachevrotiere			
45		Grondines			
53		Ste. Anne de la Perade			
58		Batiscan			
65		ChAMPLAIN			

them (the Jacques Cartier) is a noted salmon river. All the villages are quiet and picturesque in the highest degree, and French is almost universally spoken. *Lorette* is mainly a settlement of Christianized Huron Indians, founded 250 years ago. *Portneuf* (pop. 1,541) is a thriving factory town devoted principally to the manufacture of footwear, paper and wood-pulp.

77 P. M.
12.05
Wed-
nesday
Sep. 18

Three Rivers—Population 10,739.—At the mouth of the St. Maurice and at the head of tidewater in the St. Lawrence. It was founded in 1618, and played an important part in early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber, and over \$1,000,000 has been invested in mills and booms above the city, where logs are prepared for the immense domestic and foreign trade. There are large iron-works and machine shops here, where stoves and car wheels are manufactured in great numbers from the bog-iron ore for which this vicinity is famous.

85		Pointe du Lac	The route now lies across the lowlands stretching between the northern bank of the St. Lawrence and the hills which lie at a constantly increasing distance from the river. This is
92		Yamachiche	
98		Louiseville	
102		Maskinonge	
108		St. Barthelemy	
112		St. Cuthbert	
115		Berthier Junc.	
124		Lanoraie	

for the most part a perfectly level and closely cultivated plain, cut up

East-bound
Train

Miles
from
Vancouver

Miles from Quebec	West- bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train	Miles from Vancouver
-------------------------	-------------------------	----------------------------	-------------------------	----------------------------

into the narrow fields that characterize French farming districts throughout the older parts of Quebec, a result of the continual sub-division of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people. In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings.

129
137
146
149
155
160

La Valtrie
L'Epiphanie
St. Henri
Terrebonne
St. Vincent de Paul
St. Martin Junc.

At Terrebonne the north branch of the Ottawa River is crossed. Here are the quarries which furnish most of the famous blue limestone which is extensively

used in the neighbouring cities. The large building passed at *St. Vincent de Paul* is the provincial penitentiary. The train runs through the eastern portion of Montreal and arrives at the Place Viger station, situated in the central part of the city.

172

Arrive
P. M.
3.00

Wed-
nesday
Sep. 18

Leave
A. M.
9.00

Friday
Sep. 20

Montreal—(Windsor Street Station)—Population (with suburbs) 323,321. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa Rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1760. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Beaver, Franco-Canadian and other lines run here. The St. Lawrence river and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines radiate from here in all directions. The city has a far-reaching trade, and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences, etc. The Canadian Pacific has two stations. From the Windsor Street Station the transcontinental trains run through to the Pacific Coast without change.

The usually travelled route across the continent from Montreal is along the Quebec bank of the Ottawa River

2906

TRANSCONTINENTAL RAIL ROUTE

Miles from Quebec	West- bound Train
-------------------------	-------------------------

STATIONS—DESCRIPTIVE NOTES

East- bound Train	Miles from Vancouver
-------------------------	----------------------------

to Ottawa, but the royal train will run on the C.P.R. Toronto line to St. Polycarpe, where it will be transferred to the rails of the Canada Atlantic Railway, on which it will be taken to Ottawa.

177

Montreal Junction—From the Windsor Street Station the run is made on a high stone viaduct to the city limits, thence on the brow of an embankment until Montreal Junction is reached, where the lines to New York, Boston and New England points, and the Maritime Provinces, via the St. Lawrence bridge diverge, and then strike west through a beautiful and highly cultivated district sloping down to the St. Lawrence River, along the bank of which an almost continuous village extends to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village

182

Dorval

of Lachine is seen at the left; and above the trees, further to the left a good

184

Valois

187

Beaconsfield

view is had of the great steel bridge built by the Canadian Pacific Railway Company across the St. Lawrence. Lachine was for a long time the point of departure of the early trading military expeditions; and it was from here that Duquesne set out in 1754 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock.

193

Ste. Anne's

One of the five mouths of the Ottawa River is

196

Vaudreuil

crossed by a fine steel bridge at Ste. Anne's, at the head of the Island of Montreal. Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. Ste. Anne's was once the home of the poet Moore, and is the scene of his well-known boat song.

Ottawa
River

207

A.M.

St. Clet

The St. Lawrence curves away towards

212

10.00

St. Polycarpe Junc.

10.05

Friday

Sep. 20

the south, while the railway keeps on a direct course towards Toronto, passing through a beautiful farming country, with many orchards, and with tracts of the original forest here and there. From St. Polycarpe Junction the Canada Atlantic Railway tracks will be utilized for the royal train to Ottawa.

Miles from Vanc'v		STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'v
292	Arrive 11 45 A.M. Friday Sep. 26 Leave 12 30 P.M. Tuesday, Sep. 24 Capital of the Dominion	Ottawa —Pop. 50,002 Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls which here interrupt the navigation of the Ottawa River, afford water-power for a host of sawmills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city, which like Quebec is divided into Upper and Lower Town, stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant.			2780
29		Leaving Ottawa the railway follows the south bank of the Ottawa River for a distance, and on its wide stretches may be seen enormous quantities of sawlogs held in "booms" for the use of the mills below.			
301					2781
307					2777
316					2771
	Tuesday, Sep. 24 P.M.				2762
320	2 00	Carleton Place (Junction) —Pop. 1,059. Junction of a branch line running south to Brockville on the St. Lawrence River, crossing the Montreal-and-Toronto line at Smith's Falls. At <i>Carleton Place</i> are large sawmills, railway and other workshops.			2758
327	2.15	Proceeding from Carleton Place , the line takes a north-westerly course, still following the beautiful Ottawa Valley, which, to Pembroke and beyond, is well cultivated by English, Scotch and German farmers. Large clear streams come rushing down to the Ottawa from the hills at the west, and these, and the Ottawa as well, afford fine fishing—maskinonge, trout and bass being common. There are frequent bright and busy manufacturing towns, and sawmills occur at favorable places all along the river. At <i>Almonte</i> (pop. 3,023) are large woollen mills and other manufactories. <i>Pakenham</i>			2751
330					2748
335					2743
344	2.50				2734
347	P.M.				2731
349					2729
355					2723
359					2719
362					2716
371					2707
378					2700
383					2695
387					2691
391		Government Road			2687

Miles from Quebec	West-bound Trains	STATIONS - DESCRIPTIVE NOTES	East-bound Trains	Miles from Vancouver
	Factories.	(pop. 2,200) and Arnprior (pop. 4,152) are also important manufacturing points. From Renfrew (pop. 3,134) the Kingston & Pembroke Ry. extends southward through a district abounding in iron to KISSTINOX (on the St. Lawrence). Pembroke (pop. 5,300) is the most important town on this section of the line, having many substantial industries and commanding a large part of the trade of the lumbering districts towards the north. The Ottawa River is again navigable for a considerable distance above and below, and steamboats are frequently seen. From Pembroke to Mattawa the railway continues along the west bank of the Ottawa, whose valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the sawmills, which occur wherever water-power is to be had. As the wilder country is approached, opportunities for sport with gun and rod increase. Chalk River is the western terminus of Eastern Division and eastern terminus of Lake Superior Division. Mattawa (pop. 2,000) is an old fur-trading post of the Hudson's Bay Company, but at present of most importance as a distributing point for the lumbering districts and agricultural country about Lake Temiskaming, with which it is connected by rail and steamer. It is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. An attractive point for tourists is Lake Temiskaming, and no more enjoyable canoeing can be imagined than in exploration of these waters, which abound in fish, as the country does in game. To the south of the railway is Algonquin Park, established by the Ontario Government as a forest and	Kingston & Pembroke Ry.	
306		Pembroke		2682
401		Stafford		2677
407		Petawawa		2671
413		Thistle		2665
418	65 10	Chalk River		2655
423	75 15	Wylle		2650
428		Bass Lake		2645
431		Moorlake		2638
442		Mackey		2632
446		Rockcliffe		2622
450		Bissett		2609
460		Deux Rivières		2596
480		Klock		
	Timber mills		Fish and Game	
490	7.35	Mattawa		2588
496	P.M.	Calvin		2542
503		Eau Claire		2575
500		Rutherglen		2569
516		Bonfield		2562
520		Nasbongsing		2558
530		Thorncliff		2548
	Game		Valley of the Mattawa	

TRANSCONTINENTAL RAIL ROUTE

21

STATIONS—DESCRIPTIVE NOTES

Miles
from
Quebec

West
bound
train

Rece-
tion.
Train

Miles
from
Vancouver

game preserve. At Mattawa the line leaves the Ottawa and strikes across towards Lake Nipissing, through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding sawmills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. Bonfield was originally intended as the eastern terminus of the C.P.R., to which connecting roads would run, but with the change of control from Government to Company the transcontinental line was extended to Montreal. A mile beyond Thorncliff is Nipissing Junction, the junction of the G.T. Ry. from Toronto, etc., coming north by way of Lake Simcoe and the Muskoka lakes.

536 P.M.
a 9.20
1 9.35
Tues-
day,
Sep. 24

Lake
Nipis-
sing

North Bay—Pop. 2,332.—The capital town of the Nipissing District, situate on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands, the district being much frequented by sportsmen. North Bay is a railway

Arrive
A.M.
8.00
Thurs-
day,
Oct. 10

2542

546
550
550
562
570
579
584
591
599
603
608

Beaucauge
Meadowside
Sturgeon Falls
Catch Bay
Verner
Warren
Hagar
Markstay
Stinsons
Wahnapitae
Romford

divisional point. From North Bay to Heron Bay, on Lake Superior, the line traverses a comparatively wild region, where forests, meadows, lakes and rocky ridges alternate. The scenery is striking and in places ex-

2532
2528
2519
2516
2508
2490
2494
2487
2479
2475
2470

remely interesting. There are wide intervals of good agricultural land, and the settlements already extend for 100 miles beyond Lake Nipissing; but timber cutting is as yet the principal industry. The lands belong to the Province of Ontario, and are open to settlers. The large, clear, rockbound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout

Sport-
ing
oppor-
tuni-
ties

Timb'r

TRANSCONTINENTAL RAIL ROUTE

Miles From Quebec	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles From Van. City	
	Wed. morning Sep. 20	this region and the fishing in the many lakes and rivers is capital. <i>Sturgeon Falls</i> is a thriving village.			
613	A. M. 12 (65)	Sudbury	Leaving the station, the railway crosses directly over the falls of the Sturgeon River. From <i>Sudbury</i> (pop. 2,027), a branch line leads off to Lake Huron, and thence along its shore and the Ste. Marie River to SAULT STE. MARIE, 170 miles, at the outlet of Lake Superior, where an immense iron bridge affords connection with two American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis, and thence on through Minnesota and North Dakota to Moose Jaw, in Assiniboina, on the Main Line of the C.P.R. Within a few miles of <i>Sudbury</i> , and reached by two short branch lines of railway, are the most extensive copper and nickel deposits known in the world. Large quantities of the ores have been shipped from the mines, and a number of smelting furnaces are in operation near <i>Sudbury</i> reducing the ores on the spot. Approaching <i>Phelans</i> a good view of the high falls of the Vermillion River is to be had for a moment; and from here to <i>Biscotasing</i> the scenery is particularly fine. <i>Cartier</i> is a divisional point, with the usual collection of sidings and railway structures. <i>Biscotasing</i> is situated on an extensive and irregular lake of the same name, and has a considerable trade in furs and lumber. <i>Chapleau</i> (pop. 700) is another divisional point, with railway workshops and is a thriving railway town. Farming operations on a small scale have recently been commenced here. It is charmingly situated on Lake Kabequashasing, the waters of which flow into James' Bay. Near <i>Missanabie</i> , where Dog Lake is crossed, a short	A. M. 3.15	2403
622		Rayside		2450	
627		Chelmsford		2451	
633		Larchwood		2445	
636	a 1.35	Phelans	A. M. / 1.50	2442	
650	/ 1.40	Cartier	a 1.45	2428	
662		Straight Lake		2410	
670		Pogamasing	Thurs- day, Oct. 10	2408	
687		Metagama		2391	
705		Biscotasing		2373	
721		Ramsay		2357	
737		Woman River		2341	
753		Ridout		2325	
771		Nemegosenda		2307	
	Copp'r nickel and gold		Min'g		
788	a 6.00	Chapleau	P. M. / 9.15	2290	
802	/ 6.05	Pardee	a 9.10	2276	
817		Windermere		2261	
833		Dalton	Wed- nesday Oct. 9	2245	
847	a 8.05	Missanabie		2221	
857	/ 9.05	Lochalsh		2212	
866	A. M.	Otter		2195	
883		Grassett		2179	
899		Amyot			

TRANSCONTINENTAL RAIL ROUTE

25

Miles from Quebec	West-bound Train	STATIONS - DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc. Vt.
2403	Wed. noonday Sep. 29 A. M. 11.35	portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson Bay. Furs are brought here from the far north for shipment. Nineteen miles south of Missanable is excellent trout fishing, and the country is rich in minerals. Beyond Missanable for sixty miles are many very heavy rock cuttings.	Wed. noonday Oct. 9 P. M. 11.55 (11.50)	2150
2450	935	White River		2143
2451	940	Bremner		2129
2445	950	Trudeau		2110
2442	960	CACHE LAKE		2100
2428	P. M. 1.45	Malgund	2.40	2103
2410	975	Heron Bay		2095
2406	983	Peninsula		2084
2391	994	Port Coldwell		2076
2373	1002	Middleton	1.10	2050
2357	1010	Jack Fish		
2341		<i>White River is another divisional point with extensive yards and sidings for the handling of trains. From White River station the railway follows the river of the same name to Round Lake, and then crosses a level tract with occasional rocky uplifts to the Big Pic River, which is crossed by a high iron bridge; and a mile beyond is Heron Bay, from which for sixty miles the line is carried through and around the bold and harsh promontories of the north shore of Lake Superior, with deep rock cuttings, viaducts and tunnels constantly occurring, and at frequent intervals, where the railway is cut out of the face of the cliffs, the lake comes into full view. There is a great sweep around Jack Fish Bay. Jack Fish is the great coaling station for the railway on the northeast angle of Lake Superior, and near it gold mines are being profitably operated. Beyond Schreiber (a divisional point and refreshment station) a chain of islands separates Nepigon Bay from Lake Superior, and the shore of the bay is followed to and beyond Nepigon station. Between Rossport and Gravel River is some of the heaviest construction work on the entire line of railway. The constantly changing views on Nepigon Bay are charming. All of the streams emptying into Lake Superior contain speckled trout in plenty, and in some of the streams, Nepigon River especially, they are noted for their</i>	Leaving Lake Superior	
2325	1038	Schreiber	12.30 (12.30)	2040
2307	1052	Rossport	P. M.	2026
	1068	Gravel River		2010
	1076	Gurney		2002
	1084	Mazokama		1984
		<i>Superb view</i>		
	Lake Superior			
	1101	Nepigon	9.55 A. M.	1977
	1118	Wolf River		1960
	1134	Pearl River		1944
	1142	Loon Lake		1936
	1157	Mackenzie		1926

TRANS-CONTINENTAL RAIL ROUTE

Miles from Quebec	West-bound Train	STATIONS	DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver

Trout fishing

large size, Nepigon River, which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, whitefish and the large lake trout are common. Three miles beyond Nepigon the railway turns around the base of Red Rock, a high bright red cliff, and avoiding the heads of Black Bay and Thunder Bay, takes a straight course for Port Arthur, and from the higher elevations delightful views of Thunder Bay are to be had.

ARRIVE
P. M.
11:05
8:25
West-bound
Monday
Sept. 23

Port Arthur Pop. 3,214. On the west shore of Thunder Bay, an important arm of Lake Superior. It has substantial buildings and hotels and is the western terminus of the Lake Superior Division and eastern terminus of Western Division.

LEAVE
7:45
West-bound
Oct. 9

Port Arthur and Laggan: 1,387 Miles (Western Division)

Mr J. W. Leonard, General Superintendent, Western Division
Mr D. G. Ross, Superintendent, Port Arthur to Winnipeg
Mr Robt. Ford, do, Winnipeg to Brandon
Mr O. W. Milestone, do, Brandon to Swift Current
Mr J. Wibleck, do, Swift Current to Laggan.

Miles from Quebec	West-bound Train	STATIONS	DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
-------------------	------------------	----------	-------------------	------------------	----------------------

7:45 AM
11:05
LEAVE
10:25
West-bound
Monday
Sept. 23

Port Arthur—Here "Central" standard time begins—an hour earlier than "Eastern."

11:70
11:40
/ 20:00

Fort William—Pop. 3,633.—A short distance from the mouth of the Kaministiquia River, a broad deep stream with firm banks, affording extraordinary advantages for lake traffic.

From the beauty of situation, accessibility and the opportunities for sport in the neighbourhood, Fort William and Port Arthur have become favorite resorts for tourists. A long promontory of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," the Indian legend regarding whom takes one back to aboriginal days, terminates in Thunder Cape, behind which lies the once famous Silver Islet, which has yielded almost fabulous wealth, but the mines being flooded have been abandoned. Pie Island, another mountain of columnar basalt, divides

Silver Mines

CENTRAL TIME
(Port Arthur to Brandon)

ARRIVE
6:45
1913

11:30
a 6:10
1906

Wed-
nesday
Oct. 9

STATIONS DESCRIPTIVE NOTES

Mile
From
Vancouver

Mile
From
Vancouver

Mile
From
Vancouver

Mile
From
Vancouver

The
Harbor

Thun-
der
Bay

the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape, Isle Royale may be seen in the distance. Fort William was formerly a very important Hudson's Bay Company's post, and was the great rendezvous of the hunters, voyageurs and chief factors of the Company. The farmhouse of the old fort is now used as an engine house for the great coal docks and one of the largest

grain elevators in the world over a shadow all. There are railway work shops and the usual buildings and sidings incident to a divisional point. The Kaministiquia hotel is a favorite resort for tourists. From Fort William to Winnipeg the railway traverses a wild broken region, with rapid rivers and many lakes, but containing valuable forests

and mineral deposits. *Murillo* is the railway station for the Rabbit Mountain silver district, and four miles from the station are the Kakabeka Falls, where the Kaministiquia leaps from a height rivaling that of Niagara. The falls are best

reached from Fort William by railway. The railway follows up this river to *Kaministiquia*, and then ascends the Mattawan and Wabigoon rivers; and there is excellent trout fishing near all the stations as far as *Finmark*. Wolseley led an army from Fort William to Fort Garry (now Winnipeg)

1177
1183
1184
1186
1190
1203
1210
1216
1221
1229
1235
1242
1254
1260
1267
1275
1282

Needing
Murillo
Kakabeka
Kaministiquia
Sunshine
Finmark
Buda
Oskondiga
Dexter
Linkoping
Atbara
Savanne
Upsala
Carlstadt
Niblock
Shebandowan
English River

1101
1105
1109
1114
1120
1125
1129
1132
1134
1140
1143
1150
1154
1158
1161
1163
1170

Higher
than
Niagara

1300
1313
1318
1323
1325
1328
1333
1339
1346
1352
1356
1363
1368
1370
1381
1388

at 24.54
/ 1.08
Thurs-
day,
Sept.
30

Bonheur
Falcon
Ignace
Osaquan
Megrund
Butler
Raleigh
Bigsby
Tache
Dyment
Brule
Dinorwic
Wabigoon
Barclay
Dryden
Oxdrift

1774
1765
1760
1755
1753
1752
1745
1739
1732
1726
1722
1715
1710
1702
1697
1690

at 1.35
at 1.25
Wed-
nesday
Oct. 9

TRANS-CONTINENTAL RAIL ROUTE

STATIONS DESCRIPTION NOTES

Station	Distance from Vancouver	Notes	Time from Vancouver
1381		Minnetakia	
1384		Eagle River	
1400		Vermillion Bay	
1410		Gilbert	
1422		Perrywood	
1424		Jack Pine	
1437		Summit	
1439		Hawk Lake	
1440		MacMillan	
1440		Seovil	
1453	Thurs. day	Margach	
1458	Sept. 2	Garwood	
1463	at 3.30 7.00	Rat Portage	

The railway passes through numerous rocky uplifts. The scenery is of the wildest description, and deep rock bound lakes are always in sight. The Sawbush mining country is reached from Bonheur station by Government waggon road. Wabigoon is the point of departure for the Manitowish region and the Lower Seine and Rainy Lake country can be reached by this route. At Dryden the Ontario Government has established an experimental farm. There being large areas of good land especially suited for mixed farming and dairying, settlement is progressing rapidly. The chief advantages of the district, besides the facility with which the land is cleared, being the proximity of good markets, the illimitable supply of timber and water, abundance of fish and game, winter employment for settlers in the lumber camps, and healthfulness of the climate. *Rat Portage* (pop. 5,202), at the principal outlet of the Lake of the Woods, is an important mining centre with several large sawmills, the product of which is shipped westward to the prairies. It is the key to the great gold-fields now being developed in

The
Lake
of the
Woods

The
Wabigoon
District

1467		Keewatin	
1473		Ostersund	
1477		Busteed	
1482		Deception	
1488		Horner	
1494		Ingolf	
1499		Cross Lake	
1507		Telford	
1515	at 8.00	Rennie	
1521	7.00	Culver	
1528		Darwin	
1535		Whitemouth	
1541		Shelly	
1546		Julius	
1551		Molson	
1559		Beausejour	
1567		Tyndall	
1575		Selkirk	
1581		Gonor	
1588		Bird's Hill	

1611
1605
1601
1598
1590
1584
1579
1571
1563
1567
1560
1543
1537
1532
1527
1518
1511
1503
1497
1490

STATIONS DESCRIPTIVE NOTES

Time From
Time To

Time From
Time To

Time From
Time To

Its immediate vicinity and in the Rainy Lake and Seine River districts to the south, which are easily reached by steamer, the route lying through one of the most picturesque regions on the continent. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior and the Pacific. Its fisheries are very valuable, the annual shipments being large. The lake is studded with islands and is a favorite resort for sportsmen and pleasure seekers. Its waters break through a narrow rocky rim at Rat Portage and Keewatin, and fall into the Winnipeg River. Near Keewatin are the immense works of the Keewatin Power Co., creating one of the greatest water-powers in the world, making of the Lake of the Woods a gigantic mill pond with an area of 3,000 square miles, and affording most convenient sites for pulp-mills, sawmills, flouring mills and other establishments for supplying the needs of the great Northwest and for manufacturing its products on their way to eastern markets. At *Keewatin* (pop. 1,000) is a mammoth flouring mill, owned and operated by the Lake of the Woods Milling Co., built of granite quarried on the spot. Numerous pretty lakes are passed, and Manitoba is entered just after leaving Ingolf. At *White-mouth*, where settlement is reaching large proportions, sawmills again occur, and beyond, to Red River, the country flattens out and gradually assumes the characteristics of the prairie. At *East Selkirk* the line turns southward following Red River towards Winnipeg, and at St. Boniface (pop. 2,244) the river is crossed by a long iron bridge, and Winnipeg is reached.

1500 / 11:30

Thurs.
day,
Sep. 25

Winnipeg - Alt. 700 ft. - Population 12,538. Capital of the Province of Manitoba, formerly known as Fort Garry (pop. in 1871, 100). Situated at the juncture of the Red and Assiniboine Rivers, both navigable by steamboats, it has been, for many years, the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north, east and west. The city is handsomely built, superior brick and stone being available; and has electric street railways, electric lights, parks, hospital, great flouring mills and grain elevators, a huge abattoir, and

11:40
11:10

1482

Tues.
day,
Oct. 8

TRANSCONTINENTAL RAIL ROUTE

Miles
from
QuincyWest
bound
Train

STATIONS - DESCRIPTIVE NOTES

East
bound
TrainMiles
from
Vancouver

many stable public buildings, including Provincial and Dominion offices. The chief workshops of the C. P. Ry. between Montreal and the Pacific are here, and the train-yard contains more than forty miles of sidings. Railway lines radiate in all directions. Though

Bergen
Rosser
Meadows
Marquette
Reaburn
Poplar Point

the country here is apparently level as a billiard table, there is really an ascent of 100 feet from Winnipeg to Portage la Prairie. There is a belt

of fertile land west of Winnipeg, but from Rosser as far as Poplar Point, the settlement is slight, due to the fact that it is mostly held by speculators; and the scattered farms visible are chiefly devoted to dairy products and cattle breeding. Beyond Poplar Point farms appear almost continuously. The line of trees not far away on the south marks the course of the Assiniboine River, which the railway follows for 130 miles. Marquette is exactly half-way between Montreal and Vancouver.

1003
1011
1018
1025
1031
1038

1475
1487
1490
1453
1417
1412

7 15.00

Tues.
day,
Oct. 8

at 11.00

Sun-
day,
Oct. 6

1052 1020

Thurs-
day,
Sep. 20

Portage la Prairie Alt. 800 ft. — Pop. 1,111. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, and several other industries.

10.24
Sun
day,
Oct. 6

1426

1650
1667
1673
1681
1680
1694
1702
1710
1718
1723

Burnside
Bagot
McGregor
Austin
Sidney
Melbourne
Carberry
Sewell
Douglas
Chater

Between Portage la Prairie and Brandon, stations succeed one another at intervals of five or eight miles, and many of them are surrounded by bright and busy towns; and at nearly

all are tall and massive elevators, with now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is peculiarly adapted, the railway rises from Austin along a sandy slope to a plateau, near the centre of which is situated Carberry (pop. 1,023), an important grain market. From Sewell it descends again to the valley of the

1419
1411
1405
1397
1389
1384
1376
1368
1360
1355

The
Assini-
boine

CEN-
TRAL
TIME
Brandon to
Port
Ar-
(thur)

TRANSCONTINENTAL RAIL ROUTE

11

East
bound
Train

Miles
from
Vancouver

Alt.
in
feet
West
bound
Train

STATIONS DESCRIPTIVE NOTES

East
bound
Train
Miles
from
Vancouver

		Assiniboine. The Brandon Hills are seen towards the southwest. Four miles beyond <i>Chatter</i> the Assiniboine is crossed by an iron bridge. <i>Brandon</i> is soon reached.	Sun- day, Oct. 6	
1429	Brandon	Alt. 1,150 ft. Pop. 5,718. A divisional point; and one of the largest grain markets in Manitoba, and the distributing market for a extensive and well settled country. It has eight grain elevators, flouring mill, large planing mills and a number of manufactories. The town is beautifully situated on high ground, and has well-made streets and many substantial buildings. A Dominion Experimental Farm and a Provincial Asylum are established near the city. The standard time changes here to "Mountain"	1319	
1475				
1487				
1490				
1453				
1447				
1442				
	Kemnay		1341	
1737	Alexander		1333	
1745	Griswold		1325	
1753	Oak Lake		1317	
1761	Routledge		1309	
1769	Virden		1302	
1776	Hargrave		1294	
1784	Elkhorn		1285	
1793	Kirkella		1279	
1799	Fleming		1271	
1807	Moosomin		1263	
1815	Red Jacket		1256	
1822	Wapella		1247	
1831	Burrows		1239	
1839	Whitewood		1233	
1845	Perceval		1226	
1852				
		A particularly attractive district. A mile east of <i>Fleming</i> , the district of Assiniboia is entered. <i>Moosomin</i> , the first town reached in that district, is the station for FORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. All the way from <i>Brandon</i> to <i>Broadview</i> , the frequent ponds and copses afford excellent opportunities for sport water fowl and "prairie chicken" being especially abundant.		
1419				
1411				
1405				
1397				
1389				
1384				
1376				
1368				
1360				
1355				
1860	Broadview	Alt. 1,950 ft. - Pop. 1,200. A railway divisional point, prettily situated at the head of <i>Weed Lake</i> . A reservation occupied by Cree Indians is not far away.	1218	
1868	Oakshela		1210	
1876	Grenfell		1202	
1883	Summerberry		1195	
1891	Wolsley		1187	
1900	Sintaluta		1178	
1910	Indian Head		1168	

TRANSCONTINENTAL RAIL ROUTE

Mile from Quebec	West bound Train	STATIONS- DESCRIPTIVE NOTES	East-bound Train	Mile from Vancouver
	Large Wheat Farms	important local markets. A little beyond Sintaluta, <i>Indian Head</i> is approached. The Government farm is situated on the north side of the railway, and in this locality are numerous large farms on which great yields of wheat are obtained. The town of Indian Head is making rapid growth, consequent upon the successful farming of the district around it.	Large Wheat Farms	
1920	Fort Qu'Appelle	Qu'Appelle —Alt. 2,950 ft. The supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle and beyond. Fort Qu'Appelle, twenty miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission and school.	Qu'Appelle Valley	1158
1928		McLean	For eight miles beyond Qu'Appelle station the country is somewhat	1150
1937		Balgonie		1141
1944		Pilot Butte		1134
	The Regina plain	wooded. At <i>McLean</i> (which stands 200 feet higher than Qu'Appelle and 375 feet higher than Regina) the great Regina plain is entered. This plain extends westward as far as the Dirt Hills, the northward extension of the great Missouri Coteau, and these are soon seen rising on the southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change in the soil to a depth of twenty feet or more. Within a mile of <i>Balgonie</i> station is the first or more easterly farm of the Canadian Land & Ranch Company, a farm chiefly devoted to grain growing, there being 4,000 acres in crop. Passing <i>Pilot Butte</i> , a rounded hill lending its name to an unimportant station near by, <i>Regina</i> is seen spread out on the plain ahead.	The Regina plain	
1953	at 12.00 / 15.00 Friday Sep. 27	Regina —Alt. 1,875 ft.—Pop. 2,625.—The capital of the Northwest Territories and the distributing point for the country far north and south. The Executive Council of the Northwest Territories, embracing the districts of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is at Regina, extends over all these districts. Beyond the station the territorial governmental offices,	20.00 Saturday, Oct. 5	1125
	Capit'l of N.W. Terr.		Capit'l of N.W. Terr.	

East-bound train	Miles from Vancouver
------------------	----------------------

Miles from Quebec	West-bound train
-------------------	------------------

STATIONS—DESCRIPTIVE NOTES

East-bound train	Miles from Vancouver
------------------	----------------------

M't'd Police

1943
1970
1978
1986

Grand Coulee
Pense
Belle Plaine
Pasqua

The barracks, officers' quarters, offices, storehouses, and the imposing drill-hall, to-

1115
1108
1100
1092

gether make a handsome village. From *Pasqua* a branch line extends southeast through *Estevan* to the international boundary line at *Portal*, where connection is made with the *Soo Line* from *St. Paul* and *Minneapolis*, and it is by this route that passengers from the *Middle States* travel to the *Pacific Coast*.

1944

at 7.30
/ 17.10
Friday
Sep. 27

Moose Jaw—Alt. 1,725 ft.—Pop. 2,200.

A railway divisional point and a busy market town, near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The creek where the white man mended the cart with a moose-jaw-bone," and specimens of the *Great Cree Nation*, painted and blanketed, may be seen lounging about this and other stations further east.

/ 18.10
at 18.00
Saturday,
Oct. 5

1084

2002
2011
2018
2029
2039
2048
2057
2068
2077
2085
2093
2101

Boharm
Caron
Mortlach
Parkbeg
Secretan
Chaplin
Ernfold
Morse
Herbert
Rush Lake
Waldeck
Aikins

From *Moose Jaw* the line steadily rises on the eastern slope of the *coteau* and winds through an irregular depression to the basin of the *Old Wives' Lakes*—extensive bodies of water having no outlet and consequently a ka-line. The nor-

1076
1067
1060
1049
1039
1030
1021
1010
1001
993
985
977

thern-most of these lakes is reached at *Chaplin*. The country is treeless from the eastern border of the *Regina* plain to the *Cypress Hills*, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond *Old Wives' Lakes* are marked in all directions by old buffalo trails and scarred and pitted by their "wallows." Antelope may be sometimes seen, and coyotes and prairie dogs. Near *Morse* is a salt lake, and not far beyond is *Rush Lake*, a large area of fresh water and a favorite resort of water fowl—

The Buffalo plains

Game & wild fowl

Wild fowl

TRANSCONTINENTAL RAIL ROUTE

Miles from Quinn	West bound Train
------------------------	------------------------

STATIONS—DESCRIPTIVE NOTES

East- bound Train	Miles from Quinn
-------------------------	------------------------

swans, geese, ducks and pelicans—which at times congregate here in myriads. At *Rush Lake* on the north side of the line is the second of the Canadian Land & Rancho Company's farms, and on the south side that Company has 700 acres under irrigation. There are a number of these in various districts aggregating about 110,000 acres. Each of them contains an area of about 10,000 acres.

Fr day
Sep 27
2107
a20.40
120.50

Swift Current Alt. 2,400 ft.—A railway divisional point, on a pretty stream of the same name. At *Swift Current* is the principal sheep farm of the Canadian Land & Rancho Company, from which during each year a large crop of wool is shipped. From this farm and outlying stations within 25 miles, the Company annually round-up 16,000 sheep. The well appointed farm buildings can be seen on the hills immediately south of the station. Close to them the Government has erected a Meteorological Observing Station.

Satur-
day,
Oct. 5

113.30
a13.20

971

2116
2121
2128
2135
2142
2151
2158
2161
2172
2182
2193
2202

Leven
Seward
Webb
Antelope
Gull Lake
Carmichael
Tompkins
Sidewood
Crane Lake
Colley
Maple Creek
Kincorth

From here to Medicine Hat, on the South Saskatchewan River, the line skirts the northern base of the Cypress Hills, which gradually rise towards the west until they reach an altitude of 3,800 ft., and in many places are covered with valuable timber.

10.27

Satur-
day,
Oct. 5

962
957
950
943
936
927
920
917
906
896
885
876

At Gull Lake is another farm of the Canadian Land & Rancho Co. which is entirely devoted to sheep, 6,000 being usually wintered there, Crane Lake, where there is another farm, is the Company's headquarters. This farm, 1,200 acres of which are irrigated, is entirely devoted to stock raising, 7,000 cattle and 500 horses being usually on the range.

2212
2217
2224
2234
2249
2251

Forres
Cummings
Walsh
Irvine
Dunmore
Dunmore Jct.

Lakes and ponds, some fresh, some alkaline, occur at intervals to *Maple Creek*. At this station are extensive yards for the

866
861
854
844
829
827

STATIONS—DESCRIPTIVE NOTES

East
Bound
Train Miles
from
Van. V.

shipment of cattle. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. From *Forres* to *Dunmore*, rocks of the Cretaceous age occur, in which the remains of gigantic saurians and other extinct animals are abundant. At *Dunmore*, the Canadian Land & Ranch Company has what may be taken as a typical mixed farm, for not only are capital crops raised here, but a number of valuable horses and cattle are bred and pastured here. From *Dunmore*, the *Crow's Nest* Line leads off westerly through the *Crow's Nest* Pass of the Rocky Mountains to *Kootenay* Lake and to the mines of the *Kootenay*, in whose greater development it is proving a powerful factor by supplying cheap fuel for its smelters from the *Fernie* mines.

From *Dunmore* Jet, the main line of the Canadian Pacific Railway drops into the valley of the South Saskatchewan, which is crossed by a fine steel bridge at *Medicine Hat*.

Coal
Mines

Medicine Hat—Alt. 2,150 ft. (indicating the local depression of the river-valley). — Pop. 1,600. A railway divisional point, with repair shops, etc. The town is in the centre of a magnificent ranching district, and has churches, hospital and other public buildings. An important station of the Mounted Police is established here. There are several coal mines and natural gas wells in the vicinity.

7 8 20
a 8.10 822
Satur-
day,
Octo-
ber 5

Stair
Bowell
Suffield
Langevin
Kininvie
Tilley
Bantry
Cassils
Southesk
Lathom
Bassano
Crowfoot
Cluny

Beyond the river the railway rises to the high prairie-plateau which extends, gradually rising, to the base of the mountains. At *Stair* the railway crosses the first of the Canadian Land & Ranch Company's farms west of the Saskatchewan, where one

814
807
795
787
778
769
758
749
741
732
724
716
705

of the largest herds of Galloway cattle in the world is to be seen. There is a strong up-grade to *Bowell*, then a rapid descent to *Suffield*, followed by a steady rise. Bow River occasionally appears at the south. The prairie here is seen to advantage

Crow's
Nest
Pass
Ry.

Satur-
day,
Oct

2256 a1.50
/ 2.00

2264
2271
2283
2291
2300
2309
2320
2329
2337
2346
2354
2362
2373

971

962
957
950
943
936
927
920
917
906
896
885
876

86
84
82
80
78
76



Miles
from
Quebec

Miles
from
Vancouver

STATIONS - DESCRIPTIVE NOTES

Miles
from
Vancouver

Miles
from
Vancouver

2381
2383
2387
2405
2410
2420

Gleichen
Namaka
Strathmore
Oheadle
Langdon
Shepard

and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized

607
653
681
673
662
652

First
sight
of the
Rock-
ies

at *Langdon* in pumping water for the supply of the railway, and both there and at *Tilley* it can be seen burning brightly. From this station, on a very clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away. At *Crowfoot* they may again be seen. This station is on the borderland between the districts of Assiniboia and Alberta. Near *Crowfoot*, and south of the railway, is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. At *Namaka* is located one of the most productive farms owned by the Canadian Land & Ranche Company. The Company has 1,000 acres under crop here and reap excellent harvests. Beyond *Gleichen* (a railway divisional point, alt. 2,000 ft.) the Rockies come into full view — a magnificent line of snowy peaks extending far along the southern and western horizon. At *Langdon* the railway falls to the valley of Bow River, where there is another 10,000 acre farm of the Canadian Land & Ranche Company, devoted principally to cattle and horse raising, and a few miles beyond *Shepard* the river is crossed by an iron bridge and the foot-hills are reached.

Natural
gas

Last
glimpse
of the
Rock-
ies

Satur-
day,
Sep. 28

Satur-
day,
Oct. 5

2436 " 8.30
/ 16.15

Calgary - Alt. 3,388 ft. — Pop. 5,738. The most important, as well as the handsomest, place between Prandon and Vancouver, has recently been created a city. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the northern part of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. From Calgary, a branch line runs north to Edmonton on the Saskatchewan, and south to

/ 1.40
a 1.30

642

Cal-
gary's
advan-
tages

Import-
ance
of
Cal-
gary

TRANSCONTINENTAL RAIL ROUTE

STATIONS—DESCRIPTIVE NOTES

Macleod thus throwing open a new and vast country which is annually attracting settlers in large numbers. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.

2445

Keith Alt. 3,525 ft.

By the time *Cochrane* is reached, the travellers will find the rounded grassy foot hills and river "benches"

653

2459

Cochrane Alt. 3,700 feet

619

2469

Radnor Alt. 3,800 feet

609

2478

Morley Alt. 4,000 ft.

600

or terraces. Here the valleys are seen to cut the mountains transversely. Further on, in the main ranges, as distinct from the foot-hills, the valleys will be found running parallel with the mountains, north and south, and these valleys open into each other across the mountain ranges by the passes, or what is locally known as "divides," the lowest of which is 5,000 feet above sea level, the highest 7,100 feet. Geologically the transverse valleys by which entrance is made to the mountains represent the grooved course of ancient glaciers, and many of the rivers flowing in these beds can be followed directly up to the remnants of these ancient glaciers. The remnant glacier of the Bow River to day occupies a field thirty miles long by six to ten broad. Extensive ranches are passed in rapid succession—great herds of horses in the lower valleys, thousands of cattle on the terraces, and flocks of sheep on the hill-tops may be seen at once, making a picture most novel and interesting. Sawmills and coal mines appear along the valley. After leaving Cochrane, and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained towards the left, where the foot-hills rise in successive tiers of sculptured heights to the snowy range behind them.

Morley is interesting to the tourist as the reservation of the Stoney Indians, once the most warlike tribe of the native races of America, but now one of the most industrious and peaceful.

The ranches of the foot-hills

2490

Kananaskis—Alt. 4,100 feet

Approaching Kananaskis the mountains suddenly appear close at hand

588

2498

The Gap—Alt. 4,200 feet

and seemingly an impenetrable barrier, their bases deeply tinted in

580

STATIONS - DESCRIPTIVE NOTES

East bound Train	Mile- stone Vermont
------------------------	---------------------------

purple, and their sides flecked with white and gold, while high, bare, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. Here the difference between an ordinary upland stream and a glacier-fed river is first noticed. Tumbling from great heights, the former may be foamy and tumultuous; but the latter is always milky-green, with the sediment of glacial silt, infinitesimally fine particles formed by the grinding of the ice over the rocks. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond Kananaskis station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered. Through this gateway the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme Range on the right and the Kananaskis Range opposite. The prominent peak on the left is Pigeon Mountain, and in approaching the station called *The Gap*, a magnificent view is obtained of Wind Mt. and the Three Sisters also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original

Kananaskis Falls

Entrance to the Rockies

The Three Sisters

Geology of the mountains

Kananaskis Falls

Exit from the mountains through Bow River Gap

Peculiarities of mountain scenery

STATIONS—DESCRIPTIVE NOTES

upheavals. This disturbed stratification is plainly marked upon the face of the cliffs, by the ledges that hold the snow after it has disappeared elsewhere, or by long lines of trees, which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery. Many ranges of preglacial mountains like these must be traversed before the Pacific Coast is reached, and grandeur and beauty will crowd upon the attention without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.

25001

Canmore—Alt. 4,230 feet. Pop. 740. Railway divisional point, near which are large coal mines, in which with those at Anthracite \$1,000,000 have been invested. From the station a striking profile of the Three Sisters, the third or furthest south rising to an altitude of 10,000 feet, is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station, and all along the embankments of the valley traversed by the railway, are groups of isolated and curiously weathered conglomerate monuments, called "hoodoos"—giant earthen pillars, ten times the height of a man—some of them composed of hard enough material to withstand the erosions that have played havoc with the surrounding bank. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view.

575

The
Three
Sisters.Cas-
cade
Mt.

2513

Anthracite—Alt. 4,350 ft.—The pass narrows suddenly, and as the mountains are penetrated the scenery becomes grander and more awe-inspiring. The walled masonry, shooting up in Seven Peaks on the left, is Kundle, called after a missionary to the Indians. Here the line for a time leaves the Bow and strikes up the valley of the Cascade River, directly toward the face of Cascade Mt., which though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance boldly to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at Anthracite station, are the great coal mines which

585

Beauty
of the
passAn-
thra-
cite
coal

STATIONS DESCRIPTIVE NOTES

	<p>penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods, the output largely supplying the country from the coast as far east as Winnipeg</p>	
<p>231M</p> <p>Arrive 11:30 Saturday, Sep. 25</p> <p>Leave 8:30 Monday, Sep. 26</p> <p>Rocky Mtn'n Park</p> <p>Cas- cade Mtain</p> <p>Name- of moun- tains seen at Banff station</p>	<p>Banff Alt. 4,500 ft. Station for Rocky Mountain Park and the Hot Springs—a medicinal watering place and pleasure resort. This park is a national reservation, 26 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle paths have been made. The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,575 ft.); eastward is Mt. Inglismakie, and the heights of the Fairholme sub-range, behind which lies Devil's Lake. Southeastward from Inglismakie, in the same range of the Fairholmes, the sharp cone of Pecchee (called after an Indian chief, closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt., and just north of the track rises the wood-l ridge of Squaw Mt., beneath which lie the Vermillion Lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the Main Range about Simpson's Pass, most prominently the square wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau Range, and still nearer, the razor-like back of Sulphur Mt., along the side of which are the Hot Springs. The isolated bluff southward is Tunnel Mt., while just behind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction. Just before reaching the station, the train passes along a large corral of 500 acres in which are a number of buffalo, the last specimens of the monarchs of the plains. The village of Banff is a short distance southwest of the station, on the hither side of the Bow, and the C.P.R. Hot Springs hotel about a mile further on. A steel bridge takes the carriage-road across to the hotel, built</p>	<p>/ 22.00 115.00</p> <p>Friday, Oct. 1</p> <p>Rocky Mtain Park</p> <p>Devil's Lake</p> <p>Names of moun- tains visible from the station</p>

* H. R. H. the Duches of Cornwall and York will remain at Banff on the east-bound journey until 21.30 o'clock on Sunday, Oct. 6, and arrive at Poplar Point at 10.30 on Tuesday, Oct. 8.

STATIONS Descriptive Notes

by the railway company, on an eminence between the foaming falls in the Bow and the mouth of the rapid Spray River. There are also a sanitarium and hospital in the village, and a museum of more than local interest has been established by the Government. Eight miles from Banff, lying between Ingleton and Pouches, is Devil's Lake. There is capital fishing, the trout being of extraordinary size. Wild sheep (the big-horn) and mountain goats are occasionally to be seen on the neighbouring heights. Some extraordinary fossil remains and markings of mammoth prehistoric creatures are found on the mountain slopes surrounding this lake as well as on Cascade Mountain. At the upper end of the lake is the valley of Ghost River, a strange region where the mountain rivulets scurge off into subterranean reservoirs and the granite walls are pitted with caves. The hot springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 800 feet above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the Government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave, entered by an artificial tunnel; and nearby, another spring forms an open basin of warm, sulphurous water. During the summer months a corps of Swiss guides is stationed here and at other places in the mountains. Twenty miles south of Banff is Mt. Assiniboine, the Motherhorn of the new world, the ascent of which, after many unsuccessful attempts, has recently been made.

Banff
village

Banff
Hot
springs

Banff
Hot
springs

Sawback Alt. 1,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had to the right of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt., the landmark of mountain trappers, for it is seen and easily recognizable from both ends of the Bow Valley. Hole-in-the-wall Mt. is passed upon the right, against

TRANS-CONTINENTAL RAIL ROUTE

STATIONS DESCRIPTIVE NOTES

Mile
Station

From
Cannon
Pass

P. M.
to
Cannon
Pass

From
Cannon
Pass

Pilot
and
Castle
Mts.

Enter
ing
Pass
Mt.
Park

whose side can be seen a cavern
opening to a mountain grotto.
This cave is 1,500 feet above the
valley bed, 12 feet from floor to roof,
and runs back in the mountain for
100 ft., where a round chimney-like
aperture gives glimpses of the open
sky. A little beyond the station
(where the park is left at the west-
ern corner), Castle Mt. looms up
aboard on the right, a sheer precipice
of 5,000 feet—a giant's keep, stretch-
ing for eight miles, with towers,
bastions and battlements complete.
A natural drawbridge, portcullis
and gateway can be plainly distin-
guished against this ochre wall. The
back of this mountain is a gradual
slope, glacier-covered and overlook-
ing a wild region of canon, torrent
and bridges of rock.

2533

Castle Mountain

Castle Moun-

043

Mt. 4,570 ft.

tain station is

2542

Eldon - Mt. 4,720 ft.

at the base of

836

the great peak

whose name it takes. After passing
this point, the mountains on each
side become exceedingly grand and
prominent. Those on the right
(north-east) form the bare, rugged
and sharply serrated Sawback sub-
range, with a spur, called the State
Mts., in the foreground at Laggan.
On the left, the lofty Bow Range
fronts the valley in a series of mag-
nificent snow-bitten promontories.

Saw
back &
Bow
ranges

ORONTAIS TIME
Laggan to Brandon

At first enchanting glimpses only
are caught through the trees, as
you look ahead; but before Eldon
is reached, the whole long array is
in plain view. Turning to the left,
and looking back, the central peak
of Pilot Mt. is seen, like a leaning
pyramid high above the square-
fronted ledges visible before. Next
to it is the less lofty, but almost
equally imposing, cone of Copper
Mt., squarely opposite the sombre
precipices of the Castle. Westward
of Copper Mt., the gap of Vermillion
Pass opens through the range, per-
mitting a view of many a lofty spire
and icy crest along the continental
watershed, from whose glaciers and
snow-fields the Vermillion River
flows westward into the Kootenay.
West of the entrance into Vermil-
lion Pass, towering up tier after
tier in a massive vertical bastion,
stretches the square, rugged, wall-
like front of Mt. Temple; and
beyond it, standing supreme over
this part of the range is the prodigi-
ous, isolated, helmet-shaped moun-
tain named Lefroy—the loftiest and
grandest in this whole panorama.

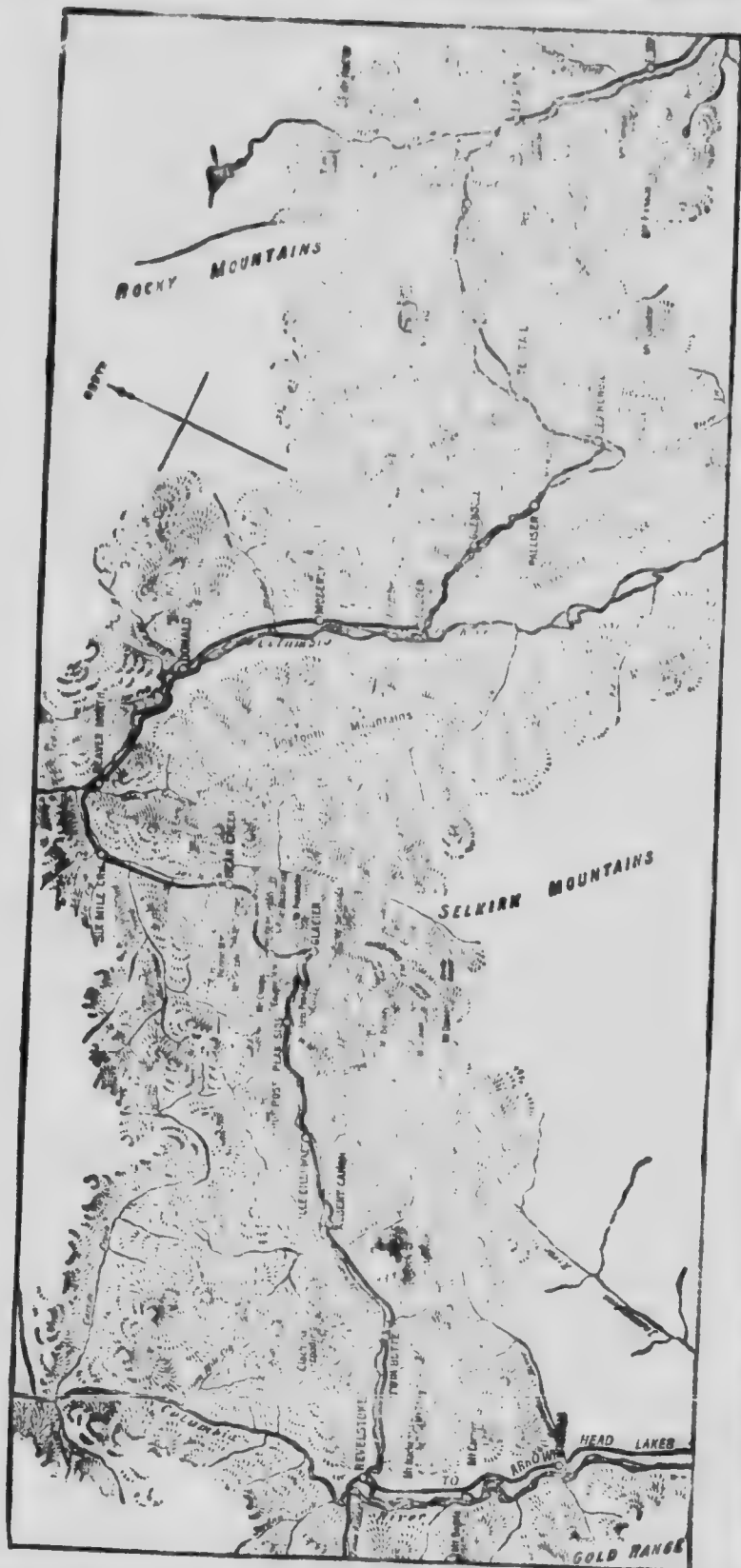
Saw
back &
Bow
ranges

Vermil-
lion
Pass

Pilot
and
Copper
Mts.

Mount
Lefroy

Mt.
Lefroy



Miles from Quebec	West-bound Train	STATIONS	DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	Sunday, Sep. 20		This great snowbound mountain becomes visible at Cascade station, and from Eldon almost to the summit its white-crowned precipice is the most conspicuous and admirable feature of this wonderful valley.	Friday Oct. 4	
2553	10.00	Laggan	Terminus of Western Division.	14 15	525
	ARRIVE			LEAVE	

Laggan and Vancouver : 525 Miles

Pacific Division

Mr. H. Marpole, General Superintendent, Pacific Division
 Mr. T. Kilpatrick, Superintendent, Laggan to Kamloops
 Mr. H. E. Beasley, Superintendent, Kamloops to Vancouver.

Miles from Quebec	West-bound Train	STATIONS	DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
2553	LEAVE 9.20 Sunday, Sep. 20	Laggan	Alt. 4,930 ft.—Here the time goes back one hour to conform with the Pacific Standard. Beyond <i>Laggan</i> the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow Range. Looking upward to the right, north-west, through this gap towards Bow Lake and the huge rounded snow-capped peak of Mt. Hector, overtopping all others in this direction, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. It is 1,300 feet above you, and a dozen miles away. The glacial field, of which this section is the southeastern hem, is the source of three great continental rivers flowing to the three different oceans, the Athabasca or Mackenzie River flowing to the Arctic, the Saskatchewan to the Atlantic, and the Columbia to the Pacific. The glacier presents some exceptionally interesting features, among others an enormous cavernous passageway, the size of a railway tunnel, running for miles back under the ice, cut out by subterranean rivers. This is also the region of Mountains Bush, Bryce, Athabasca, Collic and other peaks, the highest yet known in the Rockies.	ARRIVE 13 05 Friday Oct. 4	525
	PACIFIC TIME (Laggan to the Coast)			Descent of the Atlantic Slope	
	The first glacier				
	Lakes in the Clouds		Laggan is the station for the Lakes in the Clouds, which, perched on the mountains' sides amidst the most romantic environments, are rare gems whose loveliness and charm surpass all description. Lake Louise, which is the first, is two and		

Miles
from
QuebecWest
bound
Train

STATIONS—DESCRIPTIVE NOTES

East
bound
TrainMiles
from
Vancouver

one-half miles from the station by a pleasant carriage drive across the face of the mountain. On the margin of this beautiful lake there is a comfortable chalet hotel. There is a bridle path to Mirror Lake, 1,000 ft. higher up the mountain, and a still further ascent to Lake Agnes, during which a magnificent view of the Bow Valley and the surrounding mountains is obtained. Both lakes lie literally above the clouds, nestling in rocky cirques among the peaks of the Beehive, St. Piron, Niblock and Whyte. Trails also lead across the stream draining Lake Louise to Goat or Fairview Mountain on the left side, to the Saddleback still farther eastward, from which one can look across an abyssal gorge 2,000 ft. deep to the avalanches of Mt. Temple, the frosted vale called Paradise Valley, the scarred battlements of Mt. Sheol and the pinnacled heights of Castle Crags behind Goat Mountain. Other trails lead round to the right of Lake Louise directly on to the glacier bed of Mt. Victoria, the great palisade of snow 12,000 ft. high that shuts off all view to the south. This trail also connects with the route to Abbot's Pass, a beetling canon between Victoria and Lefroy. A stiff climb over this pass and down to the rear of Lefroy and Victoria leads by a chain of beautiful mountain tarns to O'Hara Lake and Cataract Creek, which flows directly down to Kicking Horse Lake on the main line at Hector Station. The trail eastward along the Bow River rounds to the rear of Mt. Temple and descends to a beautiful vale called the Valley of the Ten Peaks, in the midst of which lies Moraine Lake, an emerald gem set in a glacier crescent; for the Ten Peaks engirt one side of the lake like a scimitar and between each pair of the peaks is fathomless snow, with the ribboned green of a glacier hanging down to the valley bed. In these waters the supply of trout is exhaustless. In the surrounding valleys big game—goat, prong horn and bear—abounds. Northward from Lake Louise are the Slate and Waputehk ranges, and overtopping all, like the sky-line of a citadel, with white edging on every rock, ledge and crest hidden in the clouds, is the great buttressed mass called Mt. Hector, after Dr. Hector, of the Palliser expedition in 1858, one of the first to explore the Rockies. To the northwest of Mt. Hector lies the

Lakes
in the
CloudsValley
of the
Ten
Peaks

Miles
from
VancouverMiles
from
QuebecWest-
bound
Train

STATIONS - DESCRIPTIVE NOTES

East-
bound
TrainMiles
from
Vancouver

2350

Stephen—Alt. 5,206 feet.

The station at the summit of the Rocky Mts., like the stupen-

519

2502

Hector—Alt. 5,100 ft.

516

Sum-
mit
of the
Rock-
ies

dous mountain some miles ahead - the chief peak of the Rockies in this latitude—is named in honor of the first President of the Canadian Pacific Railway Co. Here is the "Great Divide" and a sparkling stream separates into two, the waters of one flowing to the Pacific, and of the other to Hudson Bay. From here the line descends rapidly, passing the beautiful Kicking Horse Lake at *Hector*, and crossing the deep gorge of the Kicking Horse River just beyond. The tumultuous cataract that comes racing down rocky ledges to the left to lose itself in the emerald waters of Kicking Horse or Wapta Lake is Cataract Creek. It flows down the rear slopes of Lefroy and Victoria behind Lake Louise. The trail nine miles up this creek leads to O'Hara Lake among the Wiwax Peaks, and a few miles farther on to one of the most marvellous phenomena in the mountains, to what the Indians call the Lake of Ice, a congealed tarn of such lofty altitude the ice melts for barely five weeks during the year. West of Kicking Horse Lake the scenery is sublime, almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread a thousand feet below, a naked wall of bronze, yellow and grey, against which have been sculptured by rain and frost a thousand fantastic figures, notably that of the rider and horse. Above is a serrated skyline whose craggy margin hides the glaciers and the real summit of the range. Looking to the right, the Yoho, one of the grandest mountain valleys in the world, stretches away to the north, with great, white, glacier-bound peaks on either side. By actual count from any of the peaks in this region, eighty distinct glaciers are visible without the aid of a field glass among the glaciers of the Kicking Horse River. Looking forward to the right, the heights of Mt. Field are seen—not the real summit, that is hidden by the forewall. On the left the basaltic-like spires of Cathedral Peak

Sum-
mit
of the
Rock-
iesIn
front of
Mt.
Ste-
phenMt.
Ste-
phen
and its
glac-
iers

Miles from Quebec	West bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train	Miles from Vancouver
-------------------------	------------------------	----------------------------	-------------------------	----------------------------

loom against the sky, and just beyond, with enormous ice-fields gleaming on its upper slopes, is the diomo-like head of *Mt. Stephen*. On its shoulder is seen a vast shining, green glacier, the forepart of this monster, which hangs obliquely forward, measuring nearly a thousand feet, and its lower, outer edge showing a vertical depth of almost a hundred feet. Here, too, can be seen a silver road mine on the mountainside, 2,500 feet above its base. Passing through a short tunnel, and hugging the base of the mountain closely, the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly-colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.

2569

10.45

Sun-
day,
Sep. 29

Field Alt. 4,050 ft.—At *Field* is a charming chalet hotel managed by the railway company—the *Mt. Stephen House*—not far from the base of *Mt. Stephen* and facing *Mt. Field*. *Field* is at the southwest angle of that great glacier field first seen northward from *Laggan*, and is only—as it were—a stone's throw from all the mysteries and wonders of an upper ice world. There is excellent fly-fishing for trout in the lakelets and streams near the village, and a few minutes' walk from the hotel are the remnants of a crystal cave. Looking down the valley from the hotel, the *Ottertail Mountains* are seen on the left, and the *Van Horne Range* on the right. The two most prominent peaks of the latter are *Mts. Deville* and *King*, the former on the right. Fossil beds are also found in the *Van Horne Range*. The *Ottertail Range* with its sheer wall, snow caps and abrupt declivities giving unexpected views at every turn, is particularly attractive to the mountain climber. About a mile away from the valley-bed of the *Kicking Horse River*, at the base of the *Ottertails*, is a strange field of rakish-looking "hoodoos"—pillars left standing by the wash of mountain torrent, with stones tilted at all sort of tipsy angles on their heads. A trail crossing the bridge of the *Kicking Horse*, to the base of *Mt. Field* leads through a forest of spruce and balsam to a natural bridge of rock, under which the river pours in a cataract. Five miles farther along the same trail is *Emerald Lake*, a lovely expanse of green water nestling in the forest to

11.35

509

Friday
Oct. 4

STATIONS DESCRIPTIVE NOTES

Miles
from
Van. V.Miles
from
QuebecWest
bound
TrainEast
bound
TrainMiles
from
Van. V.

the rear of Mt. Field and completely surrounded by lofty peaks, whose green, ribboned glaciers can be seen protruding from the rocky cirques of the upper slopes. Huts have been erected here for the accommodation of tourists wishing to spend some time at the lake, or to visit the great Yoho Valley which lies beyond. An excellent trail has been cut round the end of the lake and up the gravelly saddle of rock to the right, where one passes through a forest into the very lap of the summits. A tarn lies in the centre of this upland meadow and the trail leads to its right hand margin, a sheer drop of 2,000 feet into the gorge of the marvellous Takakkaw Falls. These recently discovered falls surpass anything in the known world, nearly ten times higher than Niagara. An enormous volume of seething, boiling water rushes over the precipice on the far side of the narrow gorge and shatters down the rock side in clouds of foam, a sheer drop of 1,400 feet, with a broken, boiling cascade for another 500 feet. Glaciers can be seen banking the surrounding precipices and feeding this great torrent.

The
Yoho
ValleyTakak-
kaw
Falls

2576

Ottertail—Alt.
3,700 ft.Two miles be-
yond Field, very
lofty, glacier-
bearing heights
are seen at the

502

2583

Leancoil—Alt.
3,570 ft.

north. The line rises from the flats of the Wapta (or Kicking Horse), and after crossing a high bridge over the Ottertail River (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Ottertail and Van Horne Ranges. The Ottertail to the left appears sheer and pinnacled, with an amphitheatre among the craggy heights, while the Van Horne to the right are ochre-coloured in their slopes and show an undulated succession of trough and crest among their summits. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to *Leancoil*, where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Ottertail Mts., walled, massive and castellated, rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the southeast as far as the eye can reach. These are the Beaverfoot Mts., appearing to slope away

495

Van
Horne
RangeWest'n
slope
of the
Kick-
ing
Horse
PassBeav-
erfoot
and
Otter-
tail
Mts.

Miles from Quebec	Miles from Train	STATIONS—DESCRIPTIVE NOTES	Miles from Train	Miles from Vancouver
		from the railway. At the right, Mt. Hunter, a long, gradual slope, pushes its huge mass forward like a wedge between the Ottentail and Beaverfoot ranges. The river turns abruptly against its base and plunges into the lower Kicking Horse canon, down which it disputes the passage with the railway.		
2501		Palliser —Alt. 3,250 ft.—The canon rapidly deepens until, beyond <i>Palliser</i> , the mountain sides become vertical, rising straight up thousands of feet, in a bronze wall crested by a long line of nameless peaks, and within an easy stone's throw from wall to wall. Down this vast mass go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight, and the roar of the river and the train increased an hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.	487	
	Lower cany'n of the Wapta		Lower cany'n of the Wapta	
2508		Glenogle		482
2603		Golden —Alt. 2,550 ft.		475
2610		Moberly — Alt. 2,540 ft.		468
	The Columbia and the Selkirk	ahead is the Columbia moving northward. The supremely beautiful mountains beyond to the left and the south are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the remote distance. Parallel with them, and rising eastward, to the right and the north from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just now over the massive benches upon which they rest. From Golden to Donald, the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly</i> is the site of the oldest cabin in the mountains, seen just to the left, where a government engineering party, under Mr. Walter Moberly, C. E., engaged in	At the foot of the Rockies	
	Golden			

Miles
from
Valley Vt

Miles
from
Quincy West-
bound
Train

STATIONS DESCRIPTIVE NOTES

Miles
from
Valley Vt East-
bound
Train

the preliminary surveys of the rail-
way route, passed the winter of
1871-2.

2620
2625
2631

Donald - Alt. 2,530 ft.
Redgrave
Beavermouth -
Alt. 2,500 ft.

Donald lies in
the shadow of
the Selkirks.
From here the
railway crosses
the Columbia to

438
433
447

the base of the Selkirks, always
wooded in contrast to the naked
stone of the Rockies. A little fur-
ther down, the Rockies and Selkirks
crowding together force the river
through a deep, narrow gorge, the
railway clinging to the slopes high
above it. Emerging from the gorge
at *Beavermouth*, the most north-
erly station on the transcontinental
route, the line soon turns abruptly
to the left and enters the Selkirks
through the Gate of the Beaver
River—a passage so narrow that a
felled tree serves as a foot bridge
over it—just where the river makes
its final and mad plunge down to
the level of the Columbia. Here a
natural bridge is seen across the
boiling torrent.

2636
2642
2646

Six-Mile Creek—
Alt. 2,000 ft.
Cedar
Bear Creek—Alt.
3,500 ft.

A little way up
the Beaver the
line crosses to
the right bank,
where notched
into the moun-
tain side, it rises

442
436
432

at the rate of 116 feet to the mile, and
the river is soon left a thousand feet
below, appearing as a silver thread
winding through the narrow and
densely forested valley. Opposite is
a line of huge tree-clad hills, occa-
sionally showing snow-covered
heads above the timber line. Na-
ture has worked here on so
gigantic a scale that many travel-
lers fail to notice the extraordinary
height of the spruce, Douglas fir
and cedar trees, which seem to be
engaged in a vain competition with
the mountains themselves. From
Six-Mile Creek station one sees
ahead, up the Beaver Valley, a long
line of the higher peaks of the Sel-
kirks, *en echelon*, culminating in an
exceedingly lofty pinnacle, named
Sir Donald (10,600 ft.), with which a
more intimate acquaintance will be
made at Glacier House. Again,
from Mountain Creek Bridge, a
few miles beyond, where a power-
ful torrent comes down from high
mountains northward, the same
view is obtained, nearer and larger,
and eight peaks can be counted in a

Beav'r
Valley

Big
trees

Superb
view
of the
Sel-
kirks

Beav'r-
mouth

De-
scent
of the
Beav'r
Valley

487

82
75
68

Miles from Quarter	West- bound Train
--------------------------	-------------------------

STATIONS—DESCRIPTIVE NOTES

East- bound Train	Miles from Quarter
-------------------------	--------------------------

	grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains that they named the spot <i>The Surprise</i> . The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek, a noisy rill, flowing in the bottom of a narrow, V-shaped channel, 300 feet below the rails, one of the loftiest railway bridges in the world. As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up Bear Creek, along continuing grades of 116 feet to the mile.—Many of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche.—Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Rogers' Pass, at the summit. The cowed figure of a man, with his dog, on the western edge of one of the crags shapes itself out of the rocks, and gives the name of Hermit to the mountain. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height. Its base is but a stone's	
The Sur- prise		Superb views west- ward
Stony Creek Bridge		Stony Creek Bridge
Her- mit Mount		Beav'r Valley
The snow- sheds		
Bear Creek		
Mount Mac- donald		De- scent thro' Bear Creek Gorge

STATIONS—DESCRIPTIVE NOTES

throw distant, and it is so short, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Rogers' Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but ages ago some terrible convulsion of nature has split them asunder, leaving barely room for the railway.

The
HermitExit
from
Rogers'
Pass

2102

Rogers' Pass—Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1863, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half-a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow-storm trailing its curtain along their crests with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, Uto, Eagle and Avalanche, from south to north—the rear slopes of which were seen in ascending the Beaver. This pass valley has been reserved by the Government as a national park.

Peaks
and
glaciers in
Rogers'
PassA National
Re-
serveMt.
Mac-
donald
and
Hermit

2153

Belkirk Summit—Alt. 4,300 ft. - Summit of the pass. The mountains to the right are: Hermit, the group of castellated granite crags directly above the Pass; Tupper, a rounded height; the Swiss Peaks, distinct from the peaks on each side by deeply notched ravines; Rogers' Peak sloping down a gradual sky-line to Grizzly, which is separated by a deep ravine from Roy, which in turn runs up to the pyramidal heights of Cheops, a veritable Titan of this group, with the profile of a

Source
of the
Illecil-
lawetThe
sum-
mit of
the Bel
kirk

425

Miles
From
CheyenneMiles
From
Train

STATIONS—DESCRIPTIVE NOTES

Miles
From
TrainMiles
From
VancouverThe
Great
Glacier

hatted-Napoleon plainly silhouetted against that face of Cheops overlooking the vast glacial fields of the whole Hermit Range. On the crags of the Swiss Peaks a second cowed figure with his inseparable dog can be seen as if a companion of his brother on Hermit Mt., and looking out of the pass towards the west, and over the deep valley of the Illecillewaet, is Ross Peak, a massive cliff summit carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illecillewaet, which makes its way westward by a devilous course among numberless hoary-headed mountain monarchs. Far below and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, dondling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice—one glacier of a group of glaciers altogether—as large, it is said, as all those of Switzerland combined, the ice field, of which the Great Glacier is one of a number of outlets, embracing more than 200 square miles.

Over
looking
the
group
of the
Illecillewaet

2855

15.15
Sun-
day,
Sep. 20Sir
Donald

Glacier House—Alt. 4,122 ft. Station and hotel within thirty minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises a naked and abrupt pyramid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith (Lord Strathcona), one of the chief promoters of the C.P.R. Farther to the left, looking from the hotel, are sharp peaks—Uto, Eagle, Avalanche and Macdonald—second only to Sir Donald. Rogers' Pass and the snowy Hermit range, the most prominent peak of which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes, are in full view. Again to the left, at the west end of the Hermit range, comes Cheops, and in the foreground, and far down among the trees, the Illecillewaet glistens across the valley. Somewhat at the

6 45
Fri
day,
Oct. 1Sir
Donald
and
other
peaks

423

STATIONS Descriptive Notes

left of Cheops the shoulders of Ross Peak are visible over the wooded slope of the mountain behind the hotel, which is called Abbott. Between Ross and Abbott in the back ground can be seen an enormous wall of snow. This is the Mt. Bonney Glacier, sometimes appropriately known as the Purity. To the right of Ross, between Ross and Cheops, a glimpse is caught of a snowy amphitheatre the Cougar Range. Following the sky-line of Mt. Abbott which appears behind the hotel like a forested wall, the eye rests on another lofty glacier with many peaks shooting up through the snow. This is the Asulkan Glacier in the Valley of the Asulkan and the peaks going from right to left are Afton, the sharp apex; the Rampart, an oblong wall; the Dome, a rounded rock; Castor and Pollux, two sharp spires farthest south. To the left of the Asulkan Glacier comes a forested dome Glacier Crest, the western boundary of the Great Hecelwaget Glacier, which is banked on the other side by the lower slopes of Sir Donald, from whose summit as many as 120 distinct glaciers can be seen. The Great Glacier is exactly a mile and a half away, and its slowly receding forefront with immense crevasses of abysmal depths cutting across the crystal surface is only a few hundred feet above the level of the hotel. Several good trails have been made to it, and its exploration is not only practicable, but easy; one by Glacier Crest, which is directly above the grotto-like, crystal seracs and yawning bergschrunds, another up the centre of the ice-river, which necessitates guides to tread a way among the crevasses; a third up the slope of Sir Donald, which leads on the névé or snow-field before reaching the more difficult lee. Easy trails also lead to Marion Lake, on Mt. Abbott, 1,500 feet above the valley; to Cascade Summit, where a look-out house has been erected directly above the mountain torrent seen tumbling down the green bench of Eagle Peak; to the head of the Asulkan Valley, where the ice flow of two main branches of the glacier meet; and to the summits of Mts. Avalanche and Abbott. Good routes have also been mapped by the guides up Eagle and Sir Donald; but both are arduous climbs. Rogers' Pass above, and the Loop below, are within an easy walk. A glacial stream has been caught and

Names
of the
peaksThe
Great
Glacier

Game

The
LoopThe
great
glacier
of the
selk-
hicks

Game

Climb-
ing the
Loop

Black
River
Station

Mount
Henney
Station

STATIONS Descriptive Notes

Black
River
Station

Mount
Henney
Station

erminishes fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of the mountain goat, which are seldom found southward of Canada. Bears can also be obtained.

Continuing the descent from the Glacier House, and following around the mountain-side. The Leap is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Mt. Henney glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a black's foot; then sweeping around to the right touching Cougar Mt., on the other side of the McEllewaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long dashes, one above the other, on the mountain-slope, and farther to the left, and high above the long snow shed the summit range, near Rogers' Pass is yet visible, with Sir Donald over-looking all.

3062

Ross Peak—Alt. 3,000 feet.

The McEllewaet River is here of no great size, but of course turbulent. Its

116

3071

McEllewaet—Alt. 3,500 feet.

107

water is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. About *Ross Peak* station are many silver mines penetrating the crest of one of the lofty hills north of the railway. Caribou occur in numbers from here down to the Columbia.

Silver
mines

Game,
lumber
and
silver
mines

2077

Albert Canon—Alt. 2,845 ft.—Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canons is the *Albert*, where the river is seen nearly 300 feet below the railway, compressed into a boiling flume scarcely 50 ft. wide.

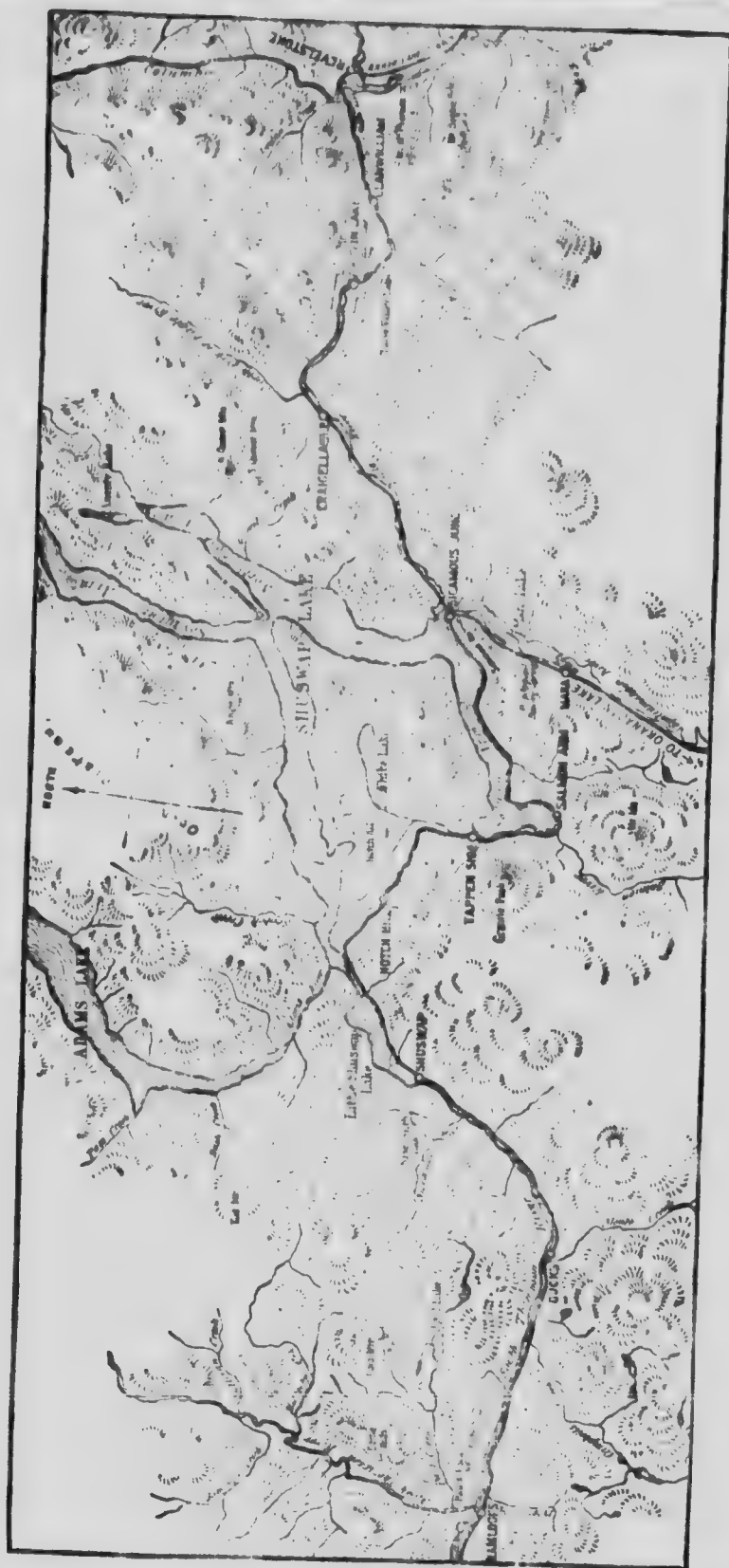
Can
ons of
the
McEllewaet

Gorge
of the
McEllewaet

401

STATIONS Descriptive Notes

2007		Twin Butte This station takes its name from the huge, double summit near by, now called <i>Mounts Mackenzie and Tilley</i> . After passing the station, there looms up at the sight the conspicuous and beautiful peak named <i>Clackan</i> cañon. As the western base of the Selkirk is approached, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches <i>Revelstoke</i> , the northern gateway to the wonderfully rich mining camps of West Kootenay.	Later in the Selkirk	201
	Place of the Selkirk			
2009	017.50 / 18.05 Monday, Sep 20	Revelstoke Alt. 1,175 ft. Population 2,000. On the Columbia River a railway divisional point and a gateway to the great West Kootenay mining camps. The town was originally located on the river-bank, a mile-and-a-half from the station, but the past year has seen its growth to the depot grounds. The Columbia, which has made a great detour around the northern extremity of the Selkirk, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,050 ft., and 28 miles below Revelstoke expands into the Arrow Lakes, along which there is much beautiful country, and where the opportunities for sport are unlimited. To reach the mining regions by this route, involves a most delightful trip on the branch line to Arrowhead, and steamer down Arrow Lake.	1 1.05 2 3.30 Friday Oct. 1	370
	The Columbia			
		The two peaks southeast, seen from the main line of the railway, are <i>Mackenzie</i> and <i>Tilley</i> . The mountains beyond are in the <i>Gold or Columbia Range</i> , and the most prominent one of them in view, towards the southwest, is <i>Mt. Begbie</i> , imposing and glacier-studded. The Columbia is crossed upon a bridge half a mile long, and the <i>Gold Range</i> is at once entered by <i>Eagle Pass</i> , which is so deep cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks.		
2704		Clanwilliam —Alt. 1,900 ft.		370
2716		Griffin Lake —Alt. 1,900 ft.		362
2727		Oraigellachie Alt. 1,450 ft.		351



Miles from Qu'bec	Miles from Train	STATIONS	DESCRIPTIVE NOTES	Miles from Train	Miles from Vancouver
			Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountainsides. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Ry. on Nov. 7, 1885—the rails from the east and the west meeting here.	The ascent of the Eagle Pass.	
				Lovely lakes.	
				Base of the gold range.	
2743	19 50	Sicamous Junc. Alt. 1,300 ft.	On the great Shuswap lakes, the centre of one of the best sporting regions on the line. North-	1 50	335
2762	Sun- day, Sep. 20	Salmon Arm	ward within a day caribou are abundant; the deer shooting southward within 50 miles is very good, and on the lakes there is a good sport in deep trolling for trout. The <i>London Times</i> has well described this part of the line: "The Eagle River leads us 'down to the great Shuswap Lake, so named from the Indian tribe that 'lived on its banks and who still have 'a 'reserve' there. This is a most 'remarkable body of water. It lies 'among the mountain ridges, and 'consequently extends its long nar- 'row arms along the intervening 'valleys like a huge octopus in half- 'a-dozen directions. These arms are 'many miles long, and vary from a 'few hundred yards to two or three 'miles in breadth, and their high, 'bold shores, fringed by the little 'narrow beach of sand and pebbles, 'with alternating bays and capes, 'give beautiful views. The railway 'crosses one of these arms by a 'drawbridge at Sicamous Narrows, 'and then goes for a long distance 'along the southern shores of the 'lake, running entirely around the 'end of the Salmon arm.' <i>Sicamous</i> is the station for the mining and agri- cultural districts to the south where there is large settlement. A branch railway runs to Vernon and Okana- gan, at the head of Lake Okanagan, a magnificent sheet of water on which the steamer "Aberdeen" plies. Near Kelowna, on the lake shore, thirty-five miles from Vernon, Lord Aberdeen, formerly Governor-General of Canada, has a fine farm, and another holding of 13,000 acres a few miles from Vernon, employing a small army of men, and growing	Friday Oct. 1	316
		Game and fish.		Great Shuswap Lake and its sports.	
		The Shuswap Lakes.			
		Sicamous and Okanagan.		View from Notch Hill.	



Miles to the next station	West- bound Train	STATIONS	DESCRIPTIVE NOTES	East- bound Train	Miles from Vancouver
	The North Thom- son		years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river. It is a beautiful spot, whose dry invigorating climate pre-eminently makes it a desirable resort for sufferers from pulmonary troubles. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and sawmills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops is grazing, since the hills are covered with most nutritious "bunch grass," and agriculture and fruit raising flourish wherever irrigation is practicable, but recently the country has developed into a promising mining region.	Forks of the Thom- son	
	Indus- tries of the region			The 'bunch grass' country	
2842		Cherry Creek	Just below Kamloops the Thompson widens out into Kamloops Lake, a broad, beautiful, hill-girt sheet of water, along the south shore of which the railway runs some twenty miles. Half-way a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At Savonas the lake ends, the mountains draw near and the series of Thompson River canons is entered, leading westward to the Fraser through marvellous scenery. Quicksilver mines of great value are being operated in this locality.		236
2852		Savonas			
2859	Kam- loops Lake	Pennys			226 219
2874		Ashcroft —Alt. 1,075 ft.	<i>Ashcroft</i> (pop. 1,000) has developed into a busy town, being the point of departure for		204
2881		Basque			197
2886		Spatsum			190
	Cribbo district		Cariboo and Omineca gold-fields in the northern interior of British Columbia. Trains of freight wagons drawn by long strings of pack mules laden with merchandise depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and considerable farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson	Ash- croft and the Cribbo trade	

Miles
from
QuebecWest
bound
train

STATIONS DESCRIPTIVE NOTES

East
bound
trainMiles
from
VancouverThe
Black
Canon

2900

Spence's Bridge

2905

Drynooh--Alt. 700 ft.

2912

Thompson

2917

Gladwin

River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At

Spence's Bridge

the old wagon road up this valley to the Cariboo gold country crosses the river, and

178

172

166

161

The
Nicola
River

the railway crosses here the mouth of the Nicola River, whose valley southward is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges, and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive green grass slope or some white exposure.

With this fantastic colour, to which the brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbaged terraces impress themselves most strongly on the memory. Five miles beyond *Drynooh*, Nicomen, a little mining town is seen, and on the opposite bank of the river gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colours, and now and then through breaks in the high escarpment, snowy peaks are seen glistening above the clouds. At

The
Nicola
RiverFantas-
tic
canon
sceneryGro-
tesque
forms
of
rocksThom-
son
CanonAscend-
ing the
Thom-
son
River

Miles from Quincy	West- bound Train	STATIONS DESCRIPTIVE NOTES		East- bound Train	Miles from Vancouver
2922		Lytton Alt. 675 ft.	<i>Lytton, a small trading town,</i>		166
2931		Kanaka	<i>the canon suddenly widens</i>		147
2938		Keefers	<i>to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks, and whose turbid flood soon absorbs the bright green waters of the Thompson. The railway now enters the canon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at Kanaka. The line now follows the right-hand side of the canon, with the river surging and swirling far below. The old Government road, built in the early '60's and abandoned since the opening of the railway, attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below Kanaka, where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dip-nets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel bars washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated graveyards, alternate with the groups of huts of the Chinese. A charming chalet hotel makes</i>		140
		The cantilever bridge		Upper valley and crossing of the Fraser	
		The Cariboo road			
		Indians and Chinamen.		Salmon and gold dust	
2949	a 5.50 / 6.05	North Bend Alt. 425 ft.	<i>North Bend (a divisional point) a desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canon than is possible from the trains. At Boston Bar, a few miles below, where mining operations are carried on, the principal canon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting but startling. It has been well described as "matchless." The great river is</i>	15.50 / 15.35	129
2954	Monday, Sep 30	Spuzzum		Thursday, Oct 3	114

Miles
from
Vancouver

Miles
from
Quebec

West
bound
train

STATIONS DESCRIPTIVE NOTES

East
bound
train

Miles
from
Vancouver

136

147

149

The
great
canon

forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. Ten miles below North Bend is Hell Gate, near which a projecting narrow rock is called Lady Dufferin's Walk. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. Near Spuzzum the Government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below Spuzzum the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale.

En-
trance
to the
Fraser
canon

Car-
bon
wagon
road

2075

2988

Yale -Alt. 200 ft.

Hope -Alt. 200 ft.

Yale is the head
of navigation
and was for-

103

90

Hope
Peak

End
of the
can-
ons

merly an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep *cul de sac* in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river bars for a long way below Yale. Across the river from *Hope Station* is the village of the same name—a mining town and trading-post, whence trails lead over the mountains in different directions. Southwestward may be seen Hope Peaks, where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked profitably. Below Hope is the bottomless Devil's Lake. The canon widens out, and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.

Hope
and
Yale

Ap-
proch-
ing the
Cas-
cade
Moun-
tains

2996

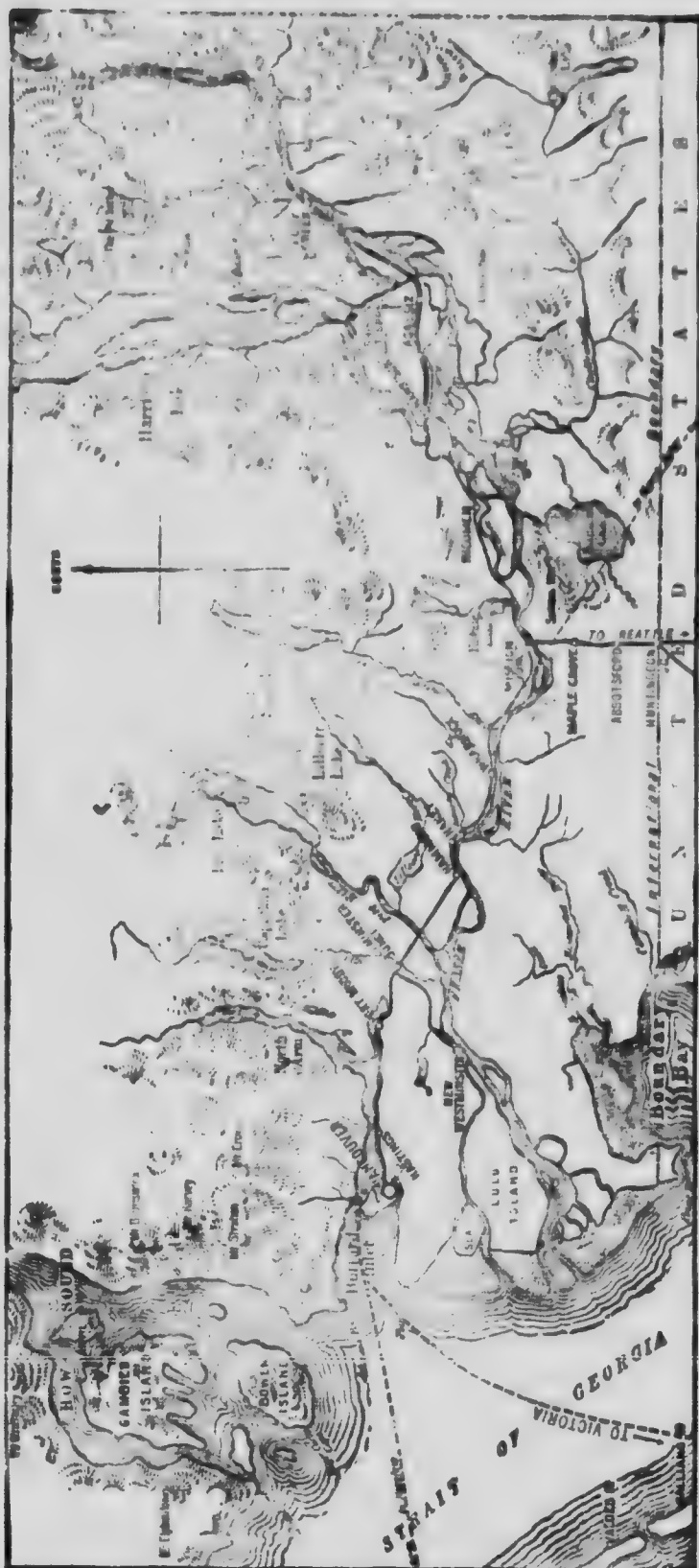
3007

Ruby Creek
Agassiz

Ruby Creek is
named from the
garnets found

82

71



Miles
from
Seattle

Miles
from
Tacoma

STATIONS DESCRIPTIVE NOTES

East
bound
Train

Miles
from
Vancouver

3015

Harrison

in the vicinity. At *Aquamish*, overlooked by Mt. Cheam, is a Government experimental farm where fruit and grain are grown in great variety. At *Harrison Station* the Harrison River is crossed just above its confluence with the Fraser. Until the opening of the Fraser route, in 1864, the only access to the northern interior of the province was by way of the Harrison Valley. A few miles beyond *Nicomen*, Mount Baker comes into view on the left, fifty miles away, in the State of Washington a beautiful isolated cone, rising 14,000 feet above the railway level.

63

3025

Nicomen

58

Mount
Baker

Mount
Baker

3035

Mission June.

From *Mission June*, a branch line crosses the Fraser River and runs to the International boundary line where rail connection is made with the Pacific Coast United States. Eight miles beyond, at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth and mighty river. The celebrated Pitt Meadows are traversed and a couple of miles before reaching New Westminster Junction, the Pitt River is crossed. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway.

48

3045

Whonnock

33

3051

Haney

27

3064

Hammond

24

Big
Tree

3061

New Westminster Junc.

Divergence of branch line to the important town of New Westminster on the Fraser River, nine miles distant. The town is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large sawmills, the product of which is shipped largely to China, South America, Africa, Europe, and Australia, and the Provincial Asylum and Penitentiary are located here.

17

3070

(New Westminster)

(9)

New
West-
minster

Fraser
River

3085

Port Moody

Port Moody, at the head of Burrard Inlet, was for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in

13

3074

Hastings

4

Along
Burr-
ard
Inlet

Miles From Quebec	West-bound Train	STATIONS - DESCRIPTIVE NOTES	East-bound Train	Miles From Vancouver
		<p>form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing <i>Hastings</i>, formerly a watering place, the young city of Vancouver soon appears.</p>		
307 1/2	all day Mon-day. Sep. 20	<p>Vancouver - Pop. 23,000. The Pacific terminus of the railway. Until May, 1883, its site was covered with a dense forest. From May to July its growth was most rapid, but in July, a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses; many hotels, the Vancouver being a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of asphalt streets, and is lighted both by gas and by electricity. An ample supply of pure water is provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to Victoria, Nanaimo and San Francisco, to China and Japan, to Sydney, Australia via Honolulu, H.I., and Brisbane, Queensland, and Puget Sound and Alaskan ports, it being one of the principal points of departure on the coast for the Klondike, Cape Nome and other northern gold-fields, and an outfitting headquarters for miners and prospectors. Vancouver is the Canadian gateway to the Orient, and the Great White Empresses of the Canadian Pacific make regular sailings to Japanese and Chinese ports and to Hong Kong, from which the tour around the world may be continued by other steamship lines.</p>	710 00 Thurs- day. Oct. 3	0
	Com- mer- cial advan- tages		Van- cou- ver, its site and com- mer- cial advan- tages	Com- mer- cial advan- tages

STATIONS DESCRIPTIVE NOTES

Miles
From
Vancouver

Time
From
Vancouver

Re-
sults

View-
ing the
Gulf of
Geor-
gia

The country south, towards the Fraser, has fine farms, and is especially adapted to fruit growing. The coal supply comes from Nanaimo, directly across the Straits of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mt. Baker looming up at the southeast. Stanley Park is a magnificent public pleasure resort. Opportunities for sport are unlimited at no great distance—mountain goats, bears and deer in the hills along the inlet; trout fishing in the mountain streams; and sea-fishing in endless variety; and Capilano Canon, a few miles across the Narrows, affords a pleasant outing.

From Vancouver the R.M.S.S. Empress of India will be taken across the Gulf of Georgia to Victoria.

3102

Victoria—Pop. 20,821—Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island, overlooking the Straits of Fuca to the Pacific, and beyond the Gulf of Georgia, the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is conspicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the magnificent Government buildings, which rank amongst the handsomest in America, the city has many fine public and private structures, among them a large and well appointed opera house. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade, and many large commercial houses, which do a very large outfitting trade for the Klondike. The Chinese quarter is always interesting to visitors. A railway extends north-easterly 50 miles to the great coal-mines at Nanaimo. Esquimalt Harbor, two miles from Victoria, is the British naval station and rendezvous on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times, and immense fortifications are being constructed.

Scen-
ery
and
sport

Beau-
tiful
sur-
round-
ings

Other Lines Owned and Operated by the Canadian Pacific Railway Co'y.

IN addition to its main transcontinental line, the Canadian Pacific Railway Company has many other lines throughout the various Provinces of Canada. These may be summarized as follows:

From Montreal to St. John, N.B., through Southern Quebec and the northern part of the State of Maine. St. John is one of the principal Canadian seaports, being specially noted for its exports of lumber. It is on the Bay of Fundy, famous for its high tides. A number of Canadian Pacific Branch Railways also traverse Northern and Western New Brunswick, reaching amongst other places St. Andrews by the Sea, a popular Canadian watering-place, Fredericton, the capital of the Province, and the hunting-grounds on the St. John River. The road from Montreal to St. John is known as the Short Line, and was built in order to bring Quebec and Ontario and the Western Provinces into more direct connection with the Maritime Provinces than was afforded by the longer route of the Government Railway. It runs through prosperous towns, such as Sherbrooke and Lennoxville, and carries a great deal of the winter export and import traffic of Canada.

Through the Laurentians

From Montreal branches also lead through the Laurentian Mountains, to the north and east amongst pine forests, rivers and lakes, frequented by sportsmen and health-seekers from all parts of the Continent. This region contains hundreds of sawmills, and the settler follows in the wake of the lumberman. There are some prosperous mining industries, including phosphate and mica. One of the greatest water-powers in the world is at Shawenegan, reached by a branch line from the quaint old town of Three Rivers. The pulp and paper manufactured there on an immense scale are exported largely to the United Kingdom.

Through the Province of Ontario

From Montreal to Toronto and Windsor, passing through some of the best farming and fruit growing districts of the Province of Ontario, and other Canadian Pacific lines reach Hamilton and Niagara Falls; others again run to Owen Sound on the Georgian Bay, the Eastern headquarters of the Canadian Pacific fleet on the Upper Lakes, and to various points in the northwestern peninsula of Ontario.

Through Western Canada

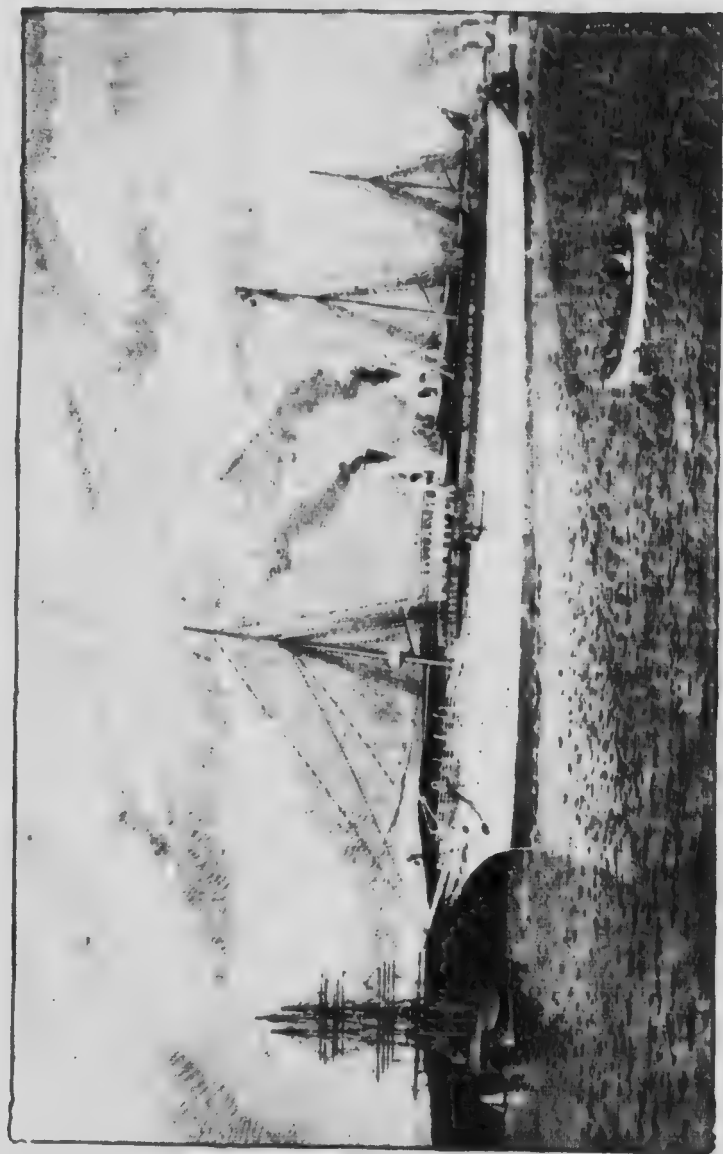
From Winnipeg branch lines run in all directions through the wheat fields of Manitoba and Assiniboia. Threshing will be nearly over by the time the Royal Party arrives in this section of the Dominion, but no doubt the glare of the burning straw stacks on the prairie will be seen at night, while in daytime the settler will be found hard at work preparing the land for sowing next spring. This season Manitoba and the Territories have produced 40,000,000 bushels of wheat and 20,000,000 bushels of other grain, and will probably ship 75,000 cattle and horses to the other provinces and the United Kingdom. The dairy industry is also a great source of revenue to the settlers. Thirty years ago they contained not more than a mere handful of white cattle, and buffalo hunting was the chief occupation of the Métis, half-breeds and Indians. To-day the buffalo is extinct. The prairie is occupied by cattle-ranches, wheat-fields and farms. A census taken this year shows a population of 1,000,000 between Lake Superior and the Rocky Mountains. Whitefish and sturgeon is the important fishery on the Winnipeg and other inland waters. The country is a grand place for sportsmen in the fall of the year. It is everywhere thick with wild geese, wild ducks and wild chicken is found everywhere, while herds of antelope swarm in the regions lying north of the prairie.

From Dunmore, on the great plains, the Calgary Branch of the Canadian Pacific Railway runs through the districts of Southern Alberta to the coal and gold and silver mines of the Kootenay. This branch, which now runs as far as Kootenay Landing, will some day be pushed further west to make connection with the main transcontinental line near the Pacific Coast, thus serving as a duplicate alternative route through the mountains. The country which it traverses was little more than a wilderness four years ago. Now it is the seat of the eastern side of the mountains of splendid irrigation works, rich farms, extensive ranches and large coal mines; while in the different ranges some of the most productive gold and silver-lead mines in North America are in operation. Branch lines tap all the important mining centres of British Columbia and carry the yield of its famous fruit farms to market, besides opening up to the sportsman the haunts of its big game: the mountain sheep, mountain goat, elk, grizzly bear, etc. This Province has made excellent progress of late, and has now a population of nearly two hundred thousand.

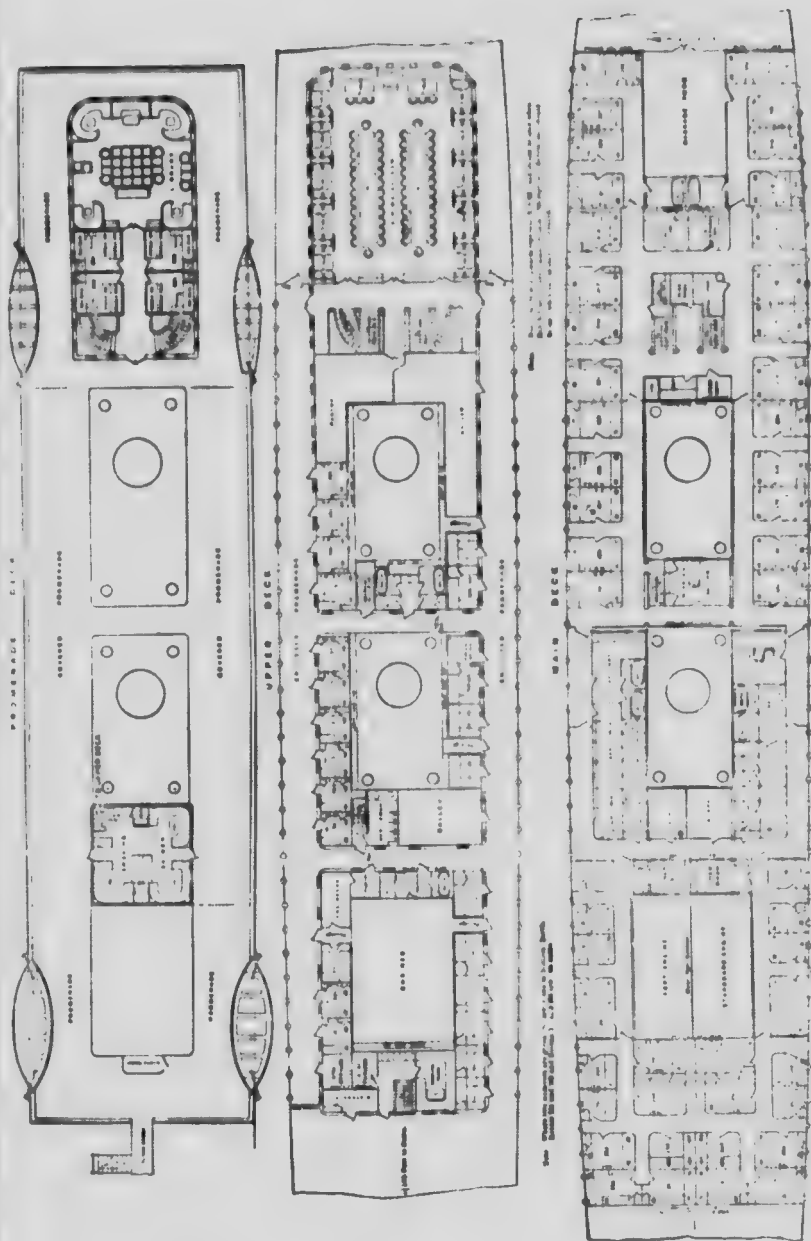
Altogether the mileage operated by the Canadian Pacific, in main line and branches, now aggregates 10,333 miles.

The Company's Steamship Service

The operations of the Canadian Pacific Railway Company are not confined to land travel. Its fleets sail upon the Great Lakes of America, on the inland waters of British Columbia and through the coast channels northward to Alaska and across the Pacific Ocean. By these, water communication is established between points in Canada, some of which are also provided with railway facilities, and the ocean service is a potent factor in the expansion of the rapidly increasing trade with the Far East.



Canadian Pacific Railway Company's Empress Steamship



CABIN PLAN
CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIPS

"Empress of India," "Empress of China," "Empress of Japan"

Canada, Japan, China

The Trans-Pacific Service

The R. M. S. "Empress of India," "Empress of China" and "Empress of Japan," which form the Empress Line, sail between Vancouver and Japanese and Chinese ports and Hong Kong, from which point the circuit of the globe can be continued by connecting steamships. The Empresses were built at Barrow-in-Furness, under Admiralty supervision and, each designed to carry 14 guns, can be transformed, if needed, into armed cruisers or troopships within forty-eight hours. They are uniformly of 6,000 tons burthen and 10,000 horse-power, with a length of 485 feet and 51 feet beam. The propulsion is by twin screws, and a speed of 19 knots an hour is attainable. The usual time occupied in making the round trip between Vancouver and Hong Kong, including stoppages at Yokohama, Kobe, Nagasaki, Woosung (Shanghai) and Hong Kong, a total distance of 12,000 miles, is 51 days, but a record run was made across the Pacific from Yokohama to Vancouver in 10 days, 13 hours and 10 minutes, on which occasion the Japanese mails were landed in London via Canada in 21 days. The Empresses are manned from the Royal Naval Reserve, and carry Chinese servants and stokers.

There is another service by the Company's Steamship "Athenian" and "Tartar" between Vancouver and Japanese, Chinese, and Russian ports. Other steamships belonging to the Company furnish a service through the fringe of islands on the North Pacific Coast, 1,000 miles to Skagway, from which Dawson and other points in the Yukon are reached by railway and river. The mineral wealth of the Yukon, although development work is only in an early stage, is marvellous, the output for the past year being estimated at \$22,000,000.



On British Columbia's Inland Waters

On the inland lakes and rivers of British Columbia—on Lakes Kootenay, Shocan, Arrow, Trout and Okanagan and on the Columbia and Kootenay rivers—the Company has a fleet of seventy passenger and freight vessels, which furnish means of communication between the different mining camps of the Kootenay region and in the fertile valley of the Okanagan. These are nearly all light draught stern-wheelers especially adapted for a lake and river service. The Company owns also a number of large barges for carrying loaded trains, without breaking bulk, over miles of these inland waterways.



On the Upper Lakes

The Company has three steel steamers, the "Alberta," "Athabasca" and "Manitoba," running on the Upper Lakes between Owen Sound, Sault Ste. Marie and Port William. They carry thousands of passengers every season, together with a great deal of merchandise and wheat. The forty hour trip up or down is full of interest—the beautiful waters of Lake Huron and St. Mary's river, the immense locks of the Canadian and American canals at the "Soo" through which annually passes a tonnage double that of the Suez, and the majestic cliffs and promontories on the shores of Lake Superior. Situated at the outlet of Lake Superior, the "Soo" possesses one of the greatest water-powers of the world. Fort William was an important rendezvous of the early fur traders: to-day it is engaged chiefly in receiving and reshipping the wheat grown on the western plains.

Some of the Company's other Interests

The Company, besides, operates a vast telegraph system covering the Dominion, in connection with far-reaching cable companies, which brings the entire civilized world in close electric touch with Canada, and its Parcel Express Company has extensive ramifications in America, Europe and Asia. It also operates a sleeping and dining car service, and its system of hotels stretching across the continent includes the famed Chateau Frontenac at Quebec, the Place Viger at Montreal, the Kaministiquia at Fort William, and the Vancouver at Vancouver, B.C., besides several hotels at points of vantage in the mountains: The Banff Springs Hotel in the Canadian National Park, the Mount Stephen House at Field, B.C., on the western slope of the Rockies, the Glacier House at the base of the Great Glacier of the Selkirks, the Hotel Sicamous on Shuswap Lake, the gateway to the Okanagan Valley, and the Fraser Canon House at North Bend, B.C., near the wild canons of that great western waterway.

Memoranda

Memo

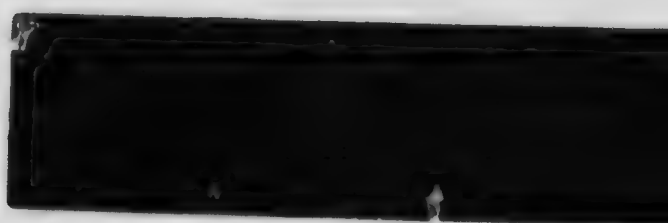
Memo

Memo

77.0

Memo

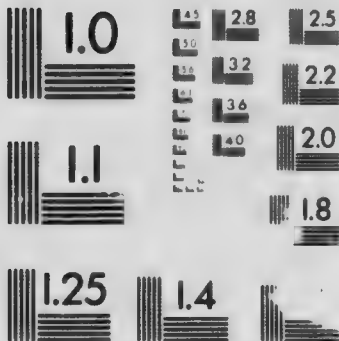
W. M. O.





MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



APPLIED IMAGE Inc

1653 East Main Street
Rochester, New York 14609 USA
(716) 482-0300 - Phone
(716) 288-5989 - Fax





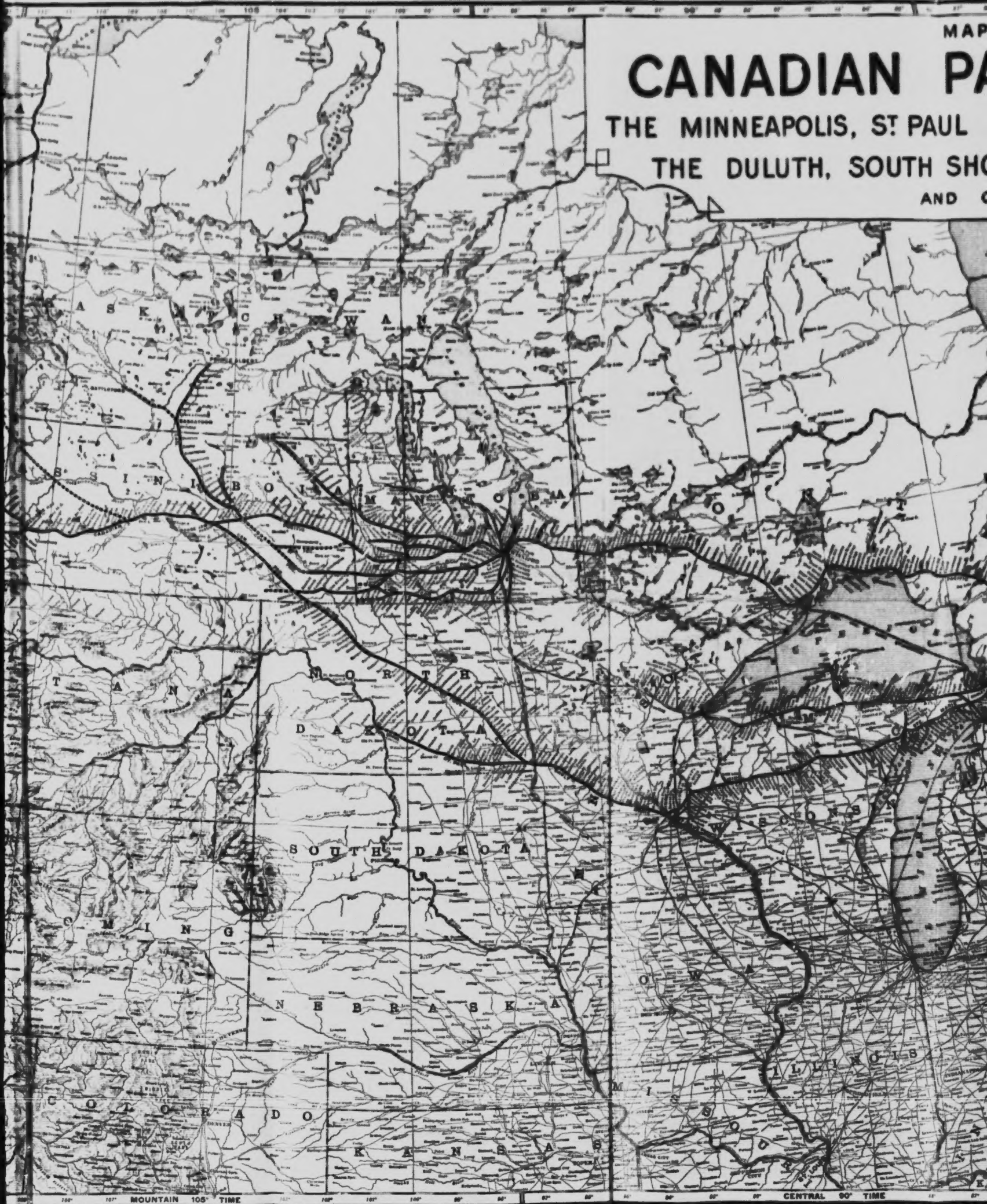
MAP OF THE
CANADIAN PACIFIC RAILWAY

THE MINNEAPOLIS, ST. PAUL AND SAULT STE MARIE
THE DULUTH, SOUTH SHORE AND ATLANTIC RAILWAY
AND CONNECTIONS.



MAP
CANADIAN PA

THE MINNEAPOLIS, ST PAUL
THE DULUTH, SOUTH SH
AND



MAP OF THE
PACIFIC RAILWAY,
SAULT AND SAULT STE MARIE RAILWAY,
SHORE AND ATLANTIC RAILWAY.
AND CONNECTIONS.





